

CYCLE NEWS

WEST

Volume XVIII : Number 16 : April 29, 1981

85c

Can a
Maico
make
it as a
Winston
Pro TT
bike?

(Yes! See p.10)

Cyclorama '81

Las Vegas 400

Simons' upside-down
suspenders

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

MAICO

KNIGHT

DAECO

GASOLINE

MAICO

THE LATEST POOP

BY PAPA WEALEY



Floyd meets bikers

By Dale Brown

HAWTHORNE, CA, APR. 20

Assemblyman Dick Floyd (D-Hawthorne), author of AB996, the mandatory helmet statute up for consideration by the Transportation Committee of the California State Assembly, met with bikers April 15 in a park near his district office.

In an exchange filmed by several local TV stations, Floyd defended the merits of his proposal to the group of about 40 motorcyclists, who challenged his arguments at nearly every turn.

More than halfway through the one-hour outdoor session, Floyd admitted that the bill "stands about a 50/50 chance of making it through the Transportation Committee."

Later he offered a compromise: Amending the bill to make helmet use mandatory only for those under 18, and those in the first year of possession of a Class 4 license. However, a source in Sacramento told *Cycle News* that "the Highway Patrol would oppose such a bill because it's unenforceable."

AB996 goes before the 13-member Transportation Committee on Tuesday, Apr. 21. If Floyd is unable to get the minimum seven votes for the bill to clear the committee, it cannot be reintroduced this year. If he does get the votes, the bill goes on to the Assembly floor.

How'd you like to ride the International Six Days Enduro without knobbies? Effective in '83, that's the way it'll be, not only for the world's longest enduro but for all FIM sanctioned enduro events. Instead, competitors will be required to use trials universal tires, a tread pattern that is being specifically defined by FIM now and sent to the tire companies in preparation for '83. The practicality of the project is complicated to say the least, because the tires will have to be suitable for observed trials as well as enduro/trials. AMA will decide whether to adapt the FIM rules at the AMA Fall Congress. FIM's reason for the change away from knobbies is that trials

universal tires will have a gentler impact on the environment. Side "benefits" will force the motors to be milder since the motocrossers now in use couldn't possibly put power on the ground through trials tires, and the ISDE would return to its classic form — a long distance endurance race — instead of having the winners determined by losing zero course marks then blasting around the MX special tests. Sounds like a whole new ballgame...

No new news on California Assemblyman Dick Floyd's AB996, the helmet law bill. The bill was slated to undergo its first

Limeys crush Yanks in Match Race Series

LONDON, ENGLAND, APR. 20

The British team soundly thrashed the American team in this year's running of the Trans-Atlantic Match Race Series contested at three British tracks on Friday, Saturday and Monday of the Easter holiday weekend. Led by John Newbold's 72 points, the British road race team scored 466 points to the American's 345.

Top scoring American was Daytona 200 winner Dale Singleton with 65 points, followed by Richard Schlachter (55), Randy Mamola (49), Freddie Spencer (47), Nick Richichi (39), John Long (31), Jimmy Adamo (21), Dan Chivington (19) and Wes Cooley (19).

Randy Mamola, the man many pick to dethrone World Champion Kenny Roberts in this year's 500cc GP title chase, crashed and injured his ribs. Sketchy reports from England say that Mamola will probably have to sit out next weekend's GP season opener in Austria.

A total of 150,000 road race fans attended the three race series which was run in dry, but cold weather. Complete coverage next week.

committee test on Tuesday, April 21, the day after this paper went to press. You'll know next issue what happened there. If it didn't pass, we'll happily inform you that the pressure's off for a year. If it did, you'll find an issue full of important information about the next step in stopping AB996's passage.

"Doubts 'cast' on Andre's injury" said the headline in England's *Trials + MX News*, and the story suggests that Malherbe's injury may have been something of a fake. You may recall that the reigning 500cc MX World Champ has been in a wrist cast for some time, a cast that was removed only three days before he won both motos of the opening round in the 1981 World Championship MX Series! "Now it appears that the original injury to his wrist is two years old, and his specialist had told him that time and rest were the only cure," *T+MX News* continued. "It is thought in some quarters that the injury was a political one. Malherbe was recalled from America when he was preparing for the Trans-USA by his home federation who said that he must ride in the national championship rounds which clashed with the American rounds. The injury came to light at the opening round of the Belgian championships, and Malherbe has missed each round so far," the *T+MX News* story concludes.

Also from *T+MX News* comes the news that Showa has returned to the GP circuit for testing of their Pro-Link front suspension. A single shock version of the "funny forks" has been shelved at present; they're concentrating their efforts on the dual shock system.

Where's this new Arroyo Cycle Park you keep hearing about? About 10 miles north of San Bernardino, CA. Exit on Palm Ave. off I-15E and turn left. Follow the signs, and you can't miss it.

Last week's bulletin on the opening round of the Yamaha Perpetual Gold Cup MX Series at Roseburg, OR listed Gary Kuest as a Honda rider. Wrong. Gary's a Yamaha support rider. Y-a-m-a-h-a. OK, we've got it now.

According to England's *Speedway Mail*, "Scott Autrey, American speedway's finest ambassador, has relinquished the captaincy of his country. The Poole (speedway team) star has resigned as USA skipper and also opted to step down as Chairman of the International American Rider's Association...Cradley Heath's Bruce Penhall takes over the captaincy of the

American team and the chairmanship of the riders' association." Autrey explained his resignation: "The responsibility of the team captain is great. I did it for one year, and I think that's enough. Bruce deserves the captaincy after his maximum in last year's World Team Cup Final, and he was unanimously chosen for the role."

According to our speedway correspondent in northern California, "Cal-Expo made only five race dates available this year, so Speedway Racing Enterprises has relocated to beautiful Gold Country Fairgrounds in Auburn, CA, 30 miles east of Sacramento (Mike Bast's home town!)." The new track will allow 15 consecutive weeks of speedway racing, a big improvement for the NorCal crowd. Their season opens on Friday, May 22 and runs through August 28. Bast will contest the opener.

Marcel Fortney (in case we forgot to tell you earlier) has been appointed to the position of Managing Director at Yoshimura R&D of America.

Those crazies over in Colorado are at it again, planning another Pikes Peak Invitational Motorcycle Hill Climb. The date's set for July 4, 1981, and this year's event will feature a Colorado "500" Celebrity Class with tentative commitments from the likes of Malcolm Smith, Dan Gurney, Paul A. Newman and Wally Dallenbach. For more info, contact Hill Climb, Box N, Woodland Park, CO 80863.

Planning your vacation around the 41st Annual Black Hills Motorcycle Rally & Races? This year, "Sturgis" (as it's more easily called) takes place on Aug. 3-9, and includes Pro and Amateur short track, Pro and Amateur half mile, various rides, a poker run, an Amateur hillclimb and lots of beautiful scenery. It's all sponsored by the Black Hills Motor Classic & Jackpine Gypsies M.C. in Sturgis, SD.

Here's a piece of interesting info found in the pages of *National Speed Sport News*: "Bob Bondurant, one of the owners of Golden State International Raceway, in addition to being a tenant there with his driving school, has resigned as an officer in an apparent policy dispute with the Long Beach Grand Prix Association which holds a five-year management contract at the Sonoma, CA road circuit. One sore point, according to the SCCA's San Francisco Region's house organ,

was the short-notice cancellation of a major motocross event last year, an event which has always outdrawn all other motor races on the track, and this biggest money-maker."

The Richmond Ramblers have decided not to hold their minicycle races, but "Big Stan" Deulis has taken their place. There'll be racing every Tuesday night beginning April 28 at the Richmond Rod & Gun Club. Bikes are limited to 100cc, and riders must be 18 or older. Interested? Phone Big Stan at 415/235-7322.

Decisions, decisions. In addition to this week's ISDE Qualifier near Red Mountain, CA, the re-scheduled Clear Creek Enduro runs Sunday, Apr. 26 near Modesto, CA. According to Jerry Counts, the Clear Creek will remain a Golden State Championship event, but due to the conflicting dates, the Golden State Championship enduro series will be a best three out of four, allowing one throwaway. There is a possibility of a fifth event being added at a later date which would make it the best four out of five.

The ninth annual Texas MX Championship series kicked off at Rio Bravo Motorcycle Park near Houston, TX on Apr. 19. Moto-X Fox Yamaha rider Randy Kirschbaum made the trek down from Wichita, KS and managed a 5-4 second overall behind Jerry Surber, Jr. (Yam) whose 1-1 easily copped the 125cc Pro victory. A shorted kill wire grounded the quick Kansan in the 250cc race. Dallas riders Kirk Spencer (Yam), Nick Cordova (Suz) and Darren Rhoten (Suz) dominated the 250 and Open motos to run off with big chunks of the \$2000 purse. The four-race \$20,000 Texas series continues Apr. 26 at Lake Whitney Cycle Ranch, May 3 at Oak Hill and winds up at Austin on May 17. For more Texas series info, dial 713/641-3025 or 483-7593. Complete Rio Bravo coverage next week.

Due to unusually slow delivery by the U.S. Postal Service, coverage of the Yamaha Perpetual Gold Cup motocross series opener at Roseburg, OR on Apr. 12 will be in next week's paper. Promise.

HosPITal STOP: American Honda's advertising manager Bill Pulskamp suffered a heart attack on April 9 and was kept under intensive care at Huntington Memorial Hospital. He is presently resting at home. Cards and letters may be sent c/o American Honda, 100 W. Alondra Blvd., Gardena, CA 90247.

Here's the tentative May schedule for Kawasaki's Team Green support crew: May 10, Arroyo Cycle Park grand opening; May 16-17, Las Vegas NMA qualifier; May 24, Saddleback Park NMA qualifier; May 31, DeAnza Cycle Park.

Team Yamaha's Supercross Champ Mike Bell and girlfriend Barbara Taylor have set their wedding date for August 22, 1981.

Tickets for the May 3 San Jose Mile are available from Bob Barkhimer Associates at 408/438-3210 and at most NorCal Yamaha Dealers. The NorCal Yamaha Dealers Association will sponsor a Junior Invitational, and interested Spencers should contact Bill Spencer at Mt. View Distributing, 415/969-1682.

How'd you like to have a list of campgrounds that not only accept

motorcycle campers but actually welcome them and in some cases, offer a discount rate. Cycle Camping Association has it; a complete campground directory. Memberships are available at CCA, P.O. Box 29, Salem, NJ 08079.

Contrary to reports you may have read earlier in this column, Ken McNulty still tunes Wendy Epstein's road racing bikes. In fact, they're doing better than ever, according to McNulty; Wendy has a full sponsorship (less salary) from Yoshimura and has been accepted to compete in the Isle of Man Formula One event this year.

Planning to race in the May 7 OCIR night motocross event? That's Graydon Ltd. night at the Irvine, CA track, and every winner will receive either a set of Ancra tie-downs or a pair of Oakley goggles. Second placers get a pair of American Pro Grips from Graydon, and every rider who enters will get a free OCIR crossbar pad, compliments of CEET Racing.

Advance tickets for the May 9 Ascot Park AMA/Winston Pro Series Half Mile, the 4th Annual Spring Classic sponsored by KRW Helmets, are now on sale at Ticketron outlets. Or you may mailorder them from Agajanian Enterprises, P.O. Box 98, Gardena, CA 90247. Reserved Adult tickets are \$14; Reserved Child, \$7; General Admission Adult, \$12; General Admission Child, \$6.

Following a meeting with members concerned about the future of California Racing Club family enduros, CRC's Jerry McNeal reports that all the events scheduled this year will run. McNeal had earlier considered dropping the program due to the amount of work involved and other demands on his time, but received enough commitments of help to keep on putting on events.

Jack Love, formerly with Honda and Triumph, has assumed the post of eastern regional sales manager for Dunlop tires.

Sneak preview: On Any Sunday, 'III'

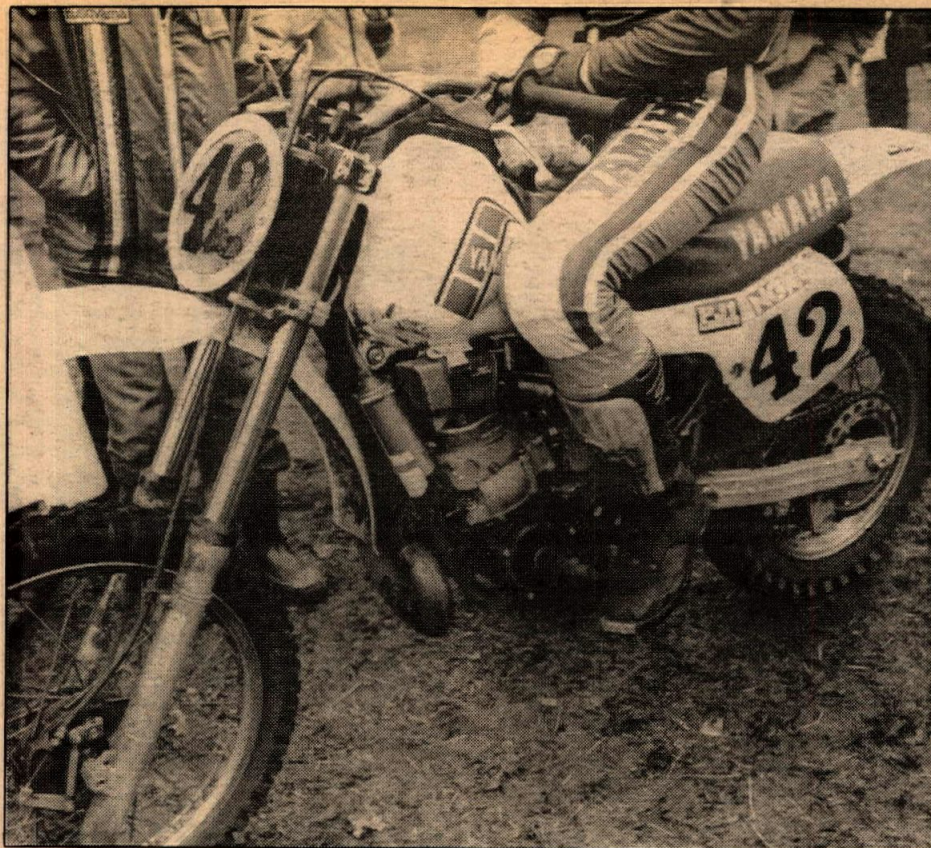
By Charles Morey

HOLLYWOOD, CA, APR. 20

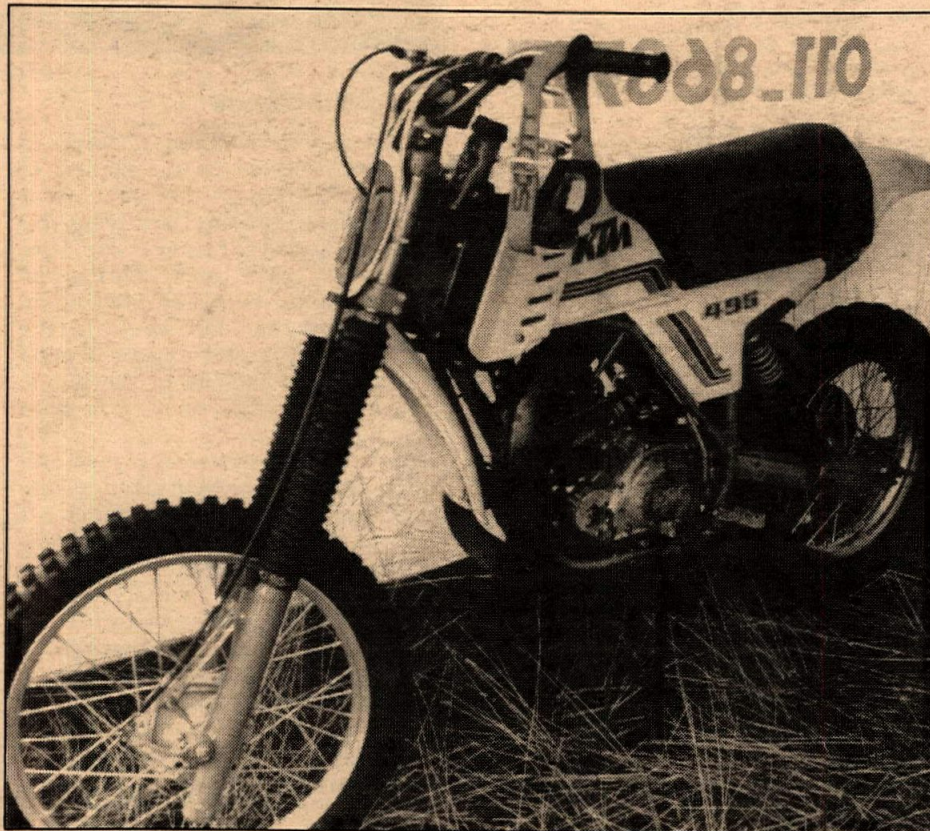
Whatever happened to *On Any Sunday, II*? Good question.

On Any Sunday, II — in its original form — died. Somewhere between the press screening and the box office, OAS, II succumbed to excessive criticism and eventual management collapse. At the preview, almost exactly one year ago, a large contingent of motorcycle industry and press people watched the movie, yawned, then forgot to applaud when the lights came back on. We couldn't help it. The film just didn't make us feel as good as we'd anticipated it would.

Had we set our standards too high? Perhaps. Eleven years ago when *On Any Sunday* came out, we were happy just to have a motorcycle movie. A real, full-length feature film on our favorite subject. We'd gone to last year's preview expecting to feel that



Here's a peek at what they're using in Europe: (Above) Yamaha's 498cc liquid-cooled GP machine and (below) KTM's formidable 495cc liquid-cooled MXer.



same excitement, and it just didn't happen. The flavor, the soul, the camaraderie of motorcycling as we know it, wasn't in OAS, II. Instead, we witnessed a clean, sophisticated documentary of our heroes at work on the race circuits of the world. It was as though the film had been shot from a distance, interviews conducted by strangers with the riders hiding behind the "public personalities" they project while dealing with the general media.

We weren't *part* of it. And that bothered us.

Because, darn it, we *are* part of it. You ride a motorcycle; Kenny Roberts rides a motorcycle. He's one of us; we're part of him, or at least we believe we are while peering through our Walter-Mitty-tinted goggles. That's what was in the original *On Any Sunday* that OAS, II hadn't recaptured.

Now for the good news. *On Any Sunday, II* has been remade. Only a few prime scraps of last year's flop were salvaged, and those along with many, many new feet of film were spliced together and shown to a small enthusiast press audience on Monday night, April 13. Parts of the OAS, II

sound track remained for our preview, but all of the dialogue and music is presently being replaced. Totally. Larry Huffman will again narrate the film, this time put together by Roger Riddell this time, the sequences are linked together cleverly in such a manner as to produce good feelings among motorcyclists. And, I think, among potential motorcyclists as well.

On Any Sunday, II (the new one) is, in my opinion, a beautiful film. Correct that: It *will be* a beautiful film. How can one accurately critique a series of glued-together roughs without finished music and narration? Can't. Let's put it this way. I'm very optimistic about the present version of *On Any Sunday, II*, scheduled for release in the West during June and July.

If this sounds like OAS, II is too good to be true, let me temper that by stating that it's not perfect. There may be parts you won't like; and you quite likely will be able to point out some things that should have been included that weren't. But overall, OAS, II is the greatest thing that's happened to motorcycle movies in 10 years. No, make that 11.

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Sharon Clayton, Publisher.
Caroline Gendry, Executive Secretary to
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Editorial

Charles Morey, Managing Editor. Dale
Brown, Editor. Mark Kariya, Editor.

Advertising

Skip Johnson, National Sales Manager.
Terry Pratt, Sales Manager. Linda
Brown, Advertising Coordinator.

Graphics and Production

Kristin Cooper, Graphic Artist. Barbara
Travers, Assistant. Marion Hatashita,
Typography. Dennis Greene, Laboratory.

Accounting

Mike Klinger, Manager. Donna Bryan,
Accts. Receivable. Pat Batty, Asst. Accts.
Receivable. Terry Dailey, Credit Manager.

Circulation

Rheba Smith, Manager. Shirley Short,
Sarah Taylor, Michelle Bernier, Assts.
Duane Johnson, Dealer Sales Manager.

Want Ads

Yvette Gocken, Want Ad Sales.

Services and Support

Chris Aitcheson, Receptionist. Joe
Jamison, Judy Brooks, S&S.

West

2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East

4190 First Ave., Tucker, GA. P.O. Box
805, Tucker, GA 30084.
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**ON THE FRONT PAGE: Herr
Maisch probably never heard
of TT, but Maico still came up
with a powerplant — the 490
Mega 2 — that could do the
job. Jerry Greer's construc-
tion and Rod Spencer's riding
earned fifth at Ascot. Photo
by Charles Morey.**

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VOICES

Feathered friends

I am very proud and honored to
have been selected by the readers of
Cycle News West as rider of the year
for even one year, and receiving this
distinctive award for three consecutive
years (1978, 1979, and 1980) is the
greatest honor ever bestowed upon
me. It seems that now would be the
moment to relax and enjoy the good
times, to enjoy the use of the public
lands I have fought so hard to keep
open.

But the luxury of keeping quiet and
just going out to the desert and having
a good time is something my mind just
won't allow me to do, when I know
there is so much more to be said and
done. *Someone* has to carry on the
fight if *everyone* is to enjoy future use
of the public lands, and I don't mind
doing my share and more as long as
positive results are being obtained.

Obviously, my past successes have
not been accomplished without help. I
owe a huge debt of gratitude and a
very sincere thank you to *Cycle News*
and its staff, and to all who have
supported the Phantom Duck of the
Desert's efforts to assure that a reason-
able amount of public lands will be
kept open to multiple public use, in-
cluding the use of recreational vehicles.
The Phantom Duck couldn't have
come this far without your help, and
your support of our efforts has had a
definite improving effect on the BLM's
attitude concerning land use policy.

It will take the continued support
from people like the readers of *Cycle
News* if we are to meet all of our goals.
Everyone can help. Financial aid is
needed, and writing letters to Congress-
men, the BLM, and others is helpful.
Heck, just making yourself aware of
what is going on and spreading the
word to others is a major contributing
factor to our gaining back some of
what we have lost.

The BLM is fearful of people who
learn the truth and become knowledge-
able about land use issues, because the
BLM knows that the truth placed in
the proper hands can destroy their
Desert Plan Program. It appears that
education, awareness and a determina-
tion to continue the protest movement
against the BLM's unreasonable rules,
regulations and decisions has created a
reversing trend on the part of the BLM

and to the benefit of recreational users
of the public lands.

So, let's keep this education and
awareness program going, and
continue to spread the word. One easy
way is to take advantage of the *Cycle
News* offer of a 10 week trial subscrip-
tion for \$5. I sent a trial subscription
to a friend on the east coast, and he
sent in a renewal because he liked the
information *Cycle News West* was
printing.

And by the way, the 1980 Barstow
to Vegas Thanksgiving weekend road
run poker run put on by *Cycle News
West* in cooperation with Victor
McLaglen Motor Corps resulted in
Cycle News presenting the Phantom
Duck Legal Fund with a check for
\$1,350 to help out in our legal battle
with the BLM. We now have a hearing
date in May 1981, and a Federal Court
date in June 1981 in the action the
Phantom Duck brought against the
BLM.

I offer a very sincere thank you to
Cycle News, and to all of you people
who supported the Poker Run. I wear
my *Cycle News* Barstow to Vegas
finisher pin proudly.

And while I am on the subject of
poker runs, I see that *Cycle News* is on
the National schedule for a road ride
and poker run from Barstow to Vegas
on Saturday, Nov. 28, 1981.

How about it out there? Manufactur-
ers, distributors, dealers, parts supply
houses, repair shops and others. You
can start *now* by spreading the word
and passing out information. Let the
people know that yes, they can take
part in the *Cycle News* Barstow to
Vegas happenings.

There should be riders there who re-
present every state in the union. And
let's not restrict this to motorcyclists,
let's keep it open to the car clubs of
America, dune buggies, 4 wheel drives
or the family car. There is room for off
roaders also, so bring your dirt ma-
chines and enjoy the thrill of a life
time by riding from Barstow, CA to
Las Vegas, Nevada in the dirt. This
was approved by the BLM in 1979 and
1980. (*The Cycle News B to V event is a
road ride and poker run, not a Barstow
to Vegas off-road event. Its intent is to
raise money for the PDOD fund...*
Editor.)

We are fighting for the use of
existing roads and trails, and let's face
it, most of us would rather do it in the
dirt. But if we have to flood the high-
ways and freeways and protest to prove
to the United States government and
to the people of America that, yes, we
are willing to fight for what we believe
in, then let's get it on, and let's do it in
style.

We have to fight if we want to retain
the use of the public lands today and
forever, and we owe that much to
future generations. I intend to fight,
and I intend to support those who are
also willing to fight. I just pray there
are enough dirt oriented recreationists
out there with the guts and determina-
tion to do what has to be done without
wavering from their chosen goals.

LOUIS H. McKEY
President, PDOD
7896 Kempster Ave..
Fontana, CA 92335
714/823-3311

Sequoia closures?

I would like to protest your (Forest
Supervisor Joe J. Brown) proposed
ORV closures as not being in the
public interest. The existing ORV op-
portunities, particularly in the Cannell
District (Kennedy Meadows), are not
adequately meeting the existing public
demand. This condition has worsened
due to previous closures (Golden Trout
Wilderness, etc.). I would like to review
your Environmental Impact Statement
as regards to the impact on the trails
left open after you close 28% of the
existing open trails in the Cannell
District. If no statement was completed,
I would be amused to see the rational
used to justify a negative declaration.

It appears that the only way to stop
this closure — leading to increased
concentration, leading to increased
impact, leading to more closure seems
to be through the court system. The
administrators of our public land do
not seem to be able to assess the public
need and then provide sufficient oppor-
tunities so as to create a sustained yield
situation that they keep espousing.

In conclusion I would like to pro-
pose an alternate solution to the real
problem which you correctly identified
as "unplanned stock trails...routed
through meadows, bog areas, up and
down steep grades, along and in drain-
ages and across numerous creeks." My
solution is to create a lay advisory
committee to coordinate a volunteer
program of rerouting, bridge building,
etc. and solve the real trail problems.
Since this approach has been successful
in the past, I am confident that
including forest personnel, it would
consume less of our tax money than
the signing and policing of a closure
program that further deprives the
public access to their property.

I hope that you can follow the lead
of your Chief Executive and help get
the government off the people's back.

JERRY COUNTS
AMA D-37 Congressman
Canoga Park, CA

*As reported last week in the Latest
Poop, there is a proposal — now out
for public comment — that could or
would close several trails and some
open area in the Sequoia National
Forest in California. The deadline for
comment is May 1, and it should be
directed to Joe J. Brown, Sequoia
National Forest Supervisor, 900 W.
Grand Ave., Porterville, CA 93257...
Editor.*

**Published letters do not neces-
sarily reflect the position of
Cycle News, Inc. Send letters
to Voices, Box 498, Long Beach,
CA 90801.**



GREEN GIANTS COOK AT NMA WORLD MINI.

They met on the hardpack clay of Saddleback Park for one of the biggest events in mini motocross—the NMA World Mini. Out of 681 total entries, Kawasaki had 98 riders, just 14.3 percent. Yet the mini green giants walked off with 13 class wins, a whopping 34.2 percent of all first place finishes. Once again the message is clear. Kawasaki motocrossers work. Otherwise they wouldn't



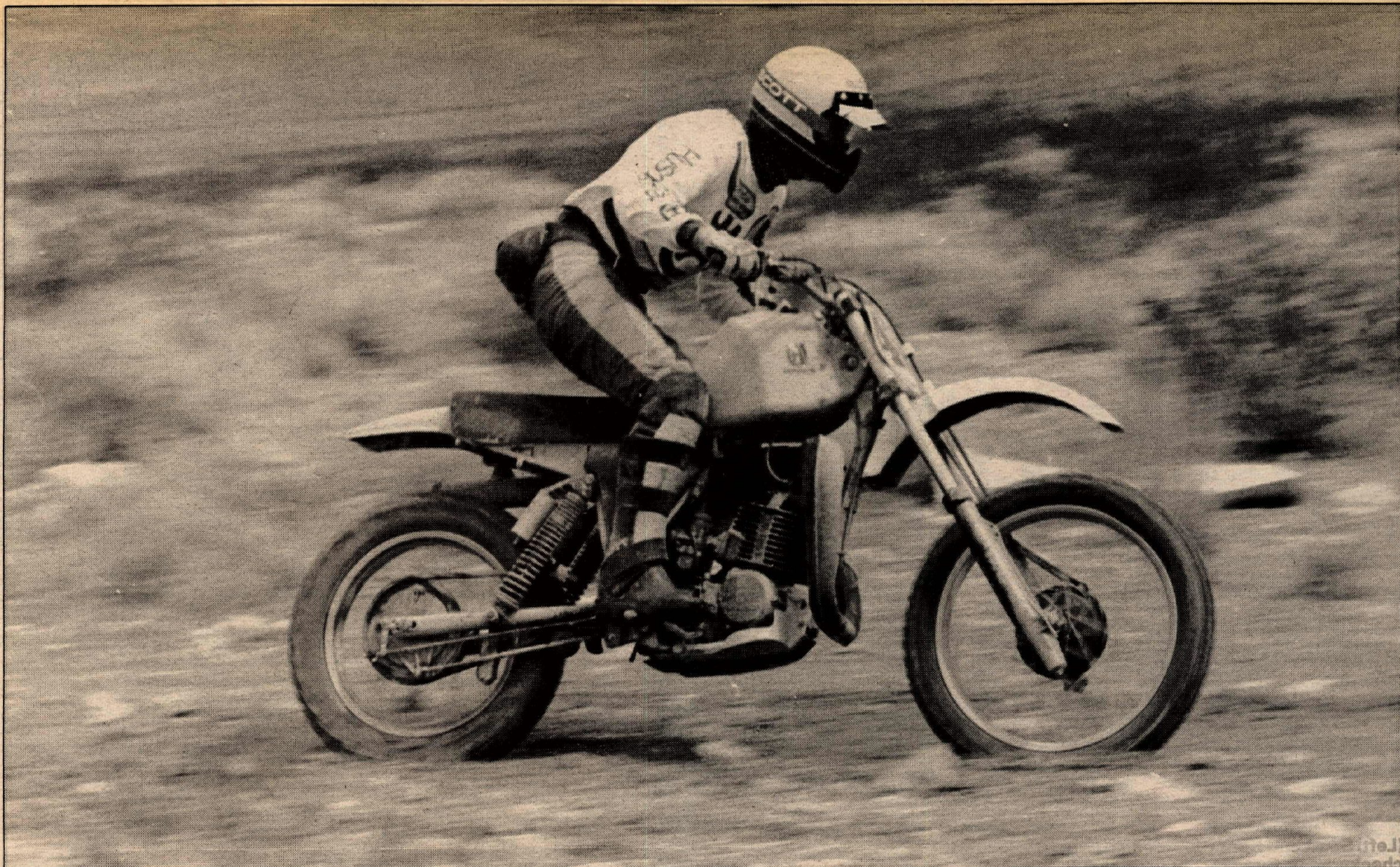
be beating the odds all over America.

What happened to the 125 water coolers at Saddleback? They dried up. And got blown away by Kawasaki air coolers in two out of three stock 125 classes. Winning doesn't take water. It takes horsepower and handling. The kind you'll find at your local Kawasaki Team Green dealer right now.

KX80s and 125s. The little green giants.

Kawasaki

Team Green lets the good times roll.



Husky's Scot Harden (shown) and Brent Wallingsford turned in a flawless performance to win the Las Vegas 400 by 17 minutes.

Harden/ Wallingsford take full house Las Vegas 400 win

By Dale Brown

Photos by Wayne Gales and Brown

JEAN, NV, APR. 18

Team Husqvarna's Scot Harden and Brent Wallingsford turned in a smooth, trouble-free ride to post a 17-minute victory margin in the Las Vegas 400 desert race.

It was the duo's fifth straight finish in the event, and their record reads like a Las Vegas full house — three seconds and two firsts; the victories coming back to back in 1980 and '81.

Coming in second overall, first 250cc were the Pfeiffer brothers Kent and Scott on their Premier Yamaha YZ250. They had turned in an identical performance a month earlier in the Mexicali 250.

Third overall went to Nevada riders Troy Fitch and Kevin Steele, who led the Pfeiffers on time going out on the last loop, only to suffer a rear flat and drop to third overall, second 250cc.

As in previous years, the event was well-organized and well-promoted by Casey Folks and Sam Bass. Four laps

of a varied 80.4-mile course were to be run, and it took Wallingsford and Harden eight hours, 11 minutes and 38 seconds to complete the distance.

Weather throughout the day was nothing, if not inconsistent. Sunshine, warmth, cloudiness, cold, rain, hail and high winds were all encountered, usually more than once over the course of the day.

Several crashes happened during the course of the day, and Pro class riders Terry Clark, Larry Roeseler and Jack Johnson were treated at local hospitals. Clark had a cracked vertebra, Roeseler suffered a separated humerus (upper arm) and Johnson had severe abrasions on his left arm. Sportsman class rider Reb Wallace was taken to the hospital with suspected rib and

internal injuries. Another Sportsman rider, Bruce Howell, rode nearly 40 miles with a broken collarbone to get his bike to his partner, who continued on alone. First aid and other assistance was provided by the Southern Nevada Volunteer First Aid and Rescue Association.

It was a timed race and two riders left every 30 seconds commencing at 5:45 a.m. Halfway through the first lap, at the rider changeover point, the first bike in was the Kevin Welch/Anthony Pasqualotto 490 Maico. They were the eighth bike off the line, and followed into the pits by the fifth-starting team, the Pfeiffer brothers. Riders who appeared to move up very well from later starts were the Mark and Kent Miller team, Troy Fitch and Kevin Steele, Kevin Gashler and Brad Hilton, Wallingsford and Harden, Jim Fishback and Chuck Miller, Dan Ashcraft and Chuck Stearns, and Jack Johnson and Kevin Davis.

The 40-mile mark ended the ride of Husky's Terry Clark. Shortly before he apparently hit a rock with his front wheel and crashed, landing on his back. He made it into the pits with a flat front tire, where the wheel was changed and partner Tom Kelly took off to ride for the remainder of the race. Clark went to the hospital where doctors reportedly diagnosed a cracked vertebra in his back.

At the end of the first loop, Harden and Wallingsford had a good time on their 430 XC, a two hour, one minute clocking despite having to ride through the dust from their 41st starting position. But the Welch/Pasqualotto Maico was out in front and clear of the dust. However, their ride came to a halt at the first check on the second loop when they seized.

The Pfeiffer brothers, having turned in a 2:03.27 first loop, took over the physical lead. Running second physically was the 125 Yamaha of Kevin Hopkins and Donnie Morrison,

followed by the Miller/Miller machine. Wallingsford and Harden were up to fourth, and leading on elapsed time. The Maico West/Vegas Cycle/WheelSmith/Moto-X Fox entry of Johnson and Davis was in the hunt with a first loop time only two minutes off the leader's. Fishback and Miller were also running well, but they DNF the second loop. Well up from a 53rd starting position was the Larry Roeseler/Bruce Ogilvie Yamaha 465.

The end of the second lap found the Pfeiffer brothers still leading physically, but down almost seven minutes on Wallingsford and Harden, who turned in their fastest lap of the day with a flat two-hour run.

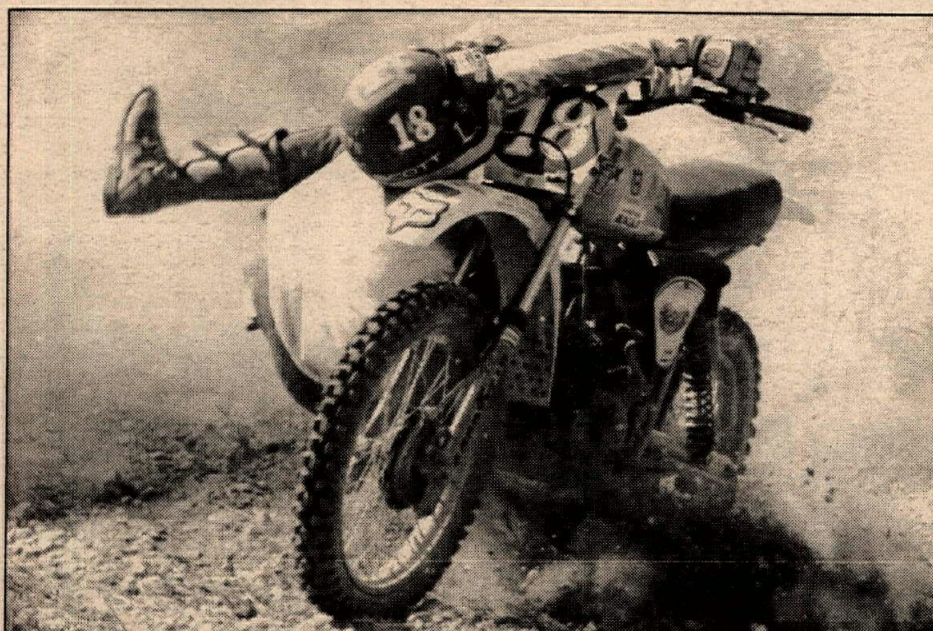
Word came over the radio that Roeseler, riding the second half of the loop, had passed Davis, and such a pass would have moved them to second overall. However Roeseler crashed a few miles from the finish of the loop, and was later taken to the hospital. His injury was diagnosed as a separated humerus, and he was released the same day.

The Johnson/Davis machine, which had been having shock and brake troubles, nonetheless was running second overall on time at the halfway mark, a minute ahead of the Pfeiffers.

Fitch and Steele, sponsored by Valley Cycle and Nevada Yamaha, were running second in the 250cc class, with the Dan Ashcraft/Chuck Stearns Husky an apparent third.

Bob Maxwell and Scott Atchison, riding a Midas/4-M/Quality M/C Service Yamaha, had the 125cc Pro class lead by a minute, although they were running behind the Billy Hill/Randy Honeycutt Husky. Daryl Folks (Casey's son) and Scott Coutts were moving along in third after Coutts' lap one get-off.

The third lap saw the most rain and hail, and by the fourth lap the course was dust free, with talcum powder pits turning to mud, and water crossings



(Left) Scott and Kent Pfeiffer buzzed their 250 Yamaha to first in class and second overall. (Top right) Bob Maxwell (shown) and Scott Atchison took the checkered as first 125cc Pro. (Right) In the process of bailing off, Scott Coumts reaches for the kill button. He and Daryl Folks were still second 125cc Pro.

cropping up along the route.

Johnson, taking his turn on the runner-up machine, bailed hard on the third loop. He suffered deep abrasions on his left elbow, but brought the bike into the pits at the halfway point so that Davis could take over.

Up front Wallingsford had passed Scott Pfeiffer to take the physical lead. Although Harden crashed in his section, they maintained their pace, turning in a 2:03 lap. The Pfeiffers slowed to a 2:10, and the 250cc class lead was taken by Fitch and Steele; they were a little less than a minute ahead as they started the last loop.

The last loop was a trouble free one for the overall leaders, as the Bob Popiel, Niles Ussery and Len Davidson-prepped machine ran flawlessly from beginning to end.

Wallingsford was waiting at the finish line while Harden rode the last 40 miles. Still remembering the incident at Mexicali where his rear tire and wheel came apart while leading the race with a few miles to go, he remarked, "I'll know we've won when I see Scot cross the finish line."

At 2:06 p.m. Scot crossed the finish line. "Brent did really good on the first part of his leg. He passed a lot of guys and really made it easy for me, because all I had to do was ride a good pace. I was never really in bad dust and the rain helped. Everytime Brent got on the bike he gained time on everyone else. All I had to do was keep on cruisin'," related Harden.

"The dust was only bad in a couple of spots, really," said Wallingsford. "The first loop was the worst. After that it started raining and that took care of a lot of it. But the dust wasn't really that bad. I got hung up a couple of times on some roads, but the only trouble we really had was the axle nut coming off," added Brent, referring to the time on the second loop when he looked down at the front end and

discovered the axle nut was missing. The forks' pinch bolts held the wheel in place and the axle nut was replaced at the next pit.

Harden had one comment about the weather. "Did you get in that hail at the road crossing (rider changeover point)? It was hurting me and I was still sitting inside the camper!"

While the Harden/Wallingsford win was never really in doubt, the battle for the 250cc Pro win and second overall went down to the wire. The Pfeiffers knew they were behind and rode BTTW, as did the leaders, Fitch and Steele. But the latter pair came up with a rear flat 20 miles from the finish.

Watches were brandished when Kent Pfeiffer crossed the finish line at 2:14. The group knew they had to finish three and a half minutes in front of Fitch/Steele to win. While waiting, Scott explained the reason for their slow third lap. "The air filter just got clogged up. I think we put too much oil on it. It wasn't sucking enough air and the engine kept on dying. We lost about seven minutes on that lap, then changed it on the fourth and that took about three minutes."

The three and a half minutes came and went without Fitch's arrival, giving the Roy's Boys team the class win.

Fitch arrived at the finish at 2:21 to garner second 250cc Pro. The flat tire hadn't been caused by a rock; Fitch said he got it while hammering through an enlarged section of whoops.

The fourth bike in was the Team Husqvarna 430 XC of Clark and Kelly, with Kelly having ridden all but 40 miles. When Casey Folks told Kelly that the first Ironman Pro was in for a good chunk of the purse, Tom offered to go out and ride 40 more. "I couldn't believe it," he said. "When I came into the pits after the third lap they told me I was running second (in class). Then I

had to work; ride harder." The work paid off; they were indeed second Open Pro.

After having to ride the first lap without a front brake, losing a shift lever, then having to have the rear shocks changed, then having his partner crash and leaving him to ride a lap and a half by himself, including half a lap with half a handlebar, Kevin Davis brought in the Johnson/Davis Maico for fifth overall, third Open Pro.

Sixth and seventh overall went to a pair of 250 Huskies. Dan Ashcraft and Chuck Stearns brought their Up-Tite Husqvarna/Viking Air-sponsored machine in for sixth overall, third 250cc Pro. Rich Zajic teamed with Jeff Matthews to finish seventh overall, fourth 250cc Pro.

In at eighth overall was the first 125cc machine, the Atchison/Maxwell Yamaha. "We didn't have any trouble," said Maxwell, "We just ran a smart race. We knew how rough this one was, and you have to finish to win. Both of us set a consistent, fast pace and the bike ran good all the way."

Folks and Coumts finished a few minutes behind the winner to take second 125cc Pro on their Sportsman Cycles/R.C. Builders Husky. Finishing next were the third and fourth place 125cc teams, Billy Hill/Randy Honeycutt and Charles Heers/Scott Morris.

Bob Davidson rode solo, and after four long loops placed 12th overall and took first in the Ironman Pro class. Davidson rode a 250 Husky sponsored by Valley Plastering. Ken Guio, 56, Big Piney, Wyoming's goodwill ambassador to the motorcycle world, was second.

The next bike in after Davidson was the Over 30 Pro-winning Yamaha of John "Smokebomb" Gaetz and Rick Shirey, sponsored by Dick Allen's Yamaha.

Gary Charters and Al Guzman were leading the Over 30 Pro class starting

the final loop, but their bike gave up the ghost, and gave the lead back to the Sam Bass/Art Knapp Husky. They weren't without their troubles, however, and after being stuck in third gear on the last loop, the bike seized. That left Bass, 46, with a three quarters of a mile push to the finish, which he made for the class win. Bass, co-promoter of the 400, added \$2200 of his own money to the purse on the following day, bringing it up to \$12,200.

The Sportsman class saw the 430 CR Husky of Crockett Wirthlin and Randy Chambers in or near the lead most of the way, and they took the overall win, finishing 15th in the combined standings. They were sponsored by Richard N. Brand, Sun Survey and Southwest M/C Sales of Arizona.

The team of Mark Benshoof and Jamies Avels got off to a late start when they took a wrong turn on the way to the race and ended up starting behind everybody. They pushed their Benshoof's A/C & Heating 250 Yamaha to within three minutes of the leader at the finish.

Results

PROFESSIONAL

OPEN: 1. Scott Harden/Brent Wallingsford 8:11:38 (Hus); 2. Tom Kelly/Terry Clark 8:42:26 (Hus); 3. Jack Johnson/Kevin Davis 9:00:04 (Mai); 4. Ron Smith/Tom Mattox (Yam).

250: 1. Kent Pfeiffer/Scott Pfeiffer 8:28:53 (Yam); 2. Troy Fitch/Kevin Steele 8:31:34 (Yam); Dan Ashcraft/Chuck Stearns (Hus); 4. Rich Zajic/Jeff Matthews (Hus).

125: 1. Scott Atchison/Bob Maxwell 9:57:14 (Yam); 2. Daryl Folks/Scott Coumts 9:24:14 (Hus); 3. Bill Hill/Randy Honeycutt 9:25:34 (Suz); 4. Charles Heers/M. Scott Morris (Hus); 5. Bill Mattox/Jim Mattox (Yam).

OVER 30: 1. John "Smokebomb" Gaetz/Rick Shirey 9:46:05 (Yam).

OVER 38: 1. Sam Bass/Art Knapp 10:03:44 (Hus). IRONMAN: 1. Bob Davidson 9:32:44 (Yam); 2. Ken Guio (Hus); 3. Leroy Blackshear (Yam).

SPORTSMAN

OPEN: 1. Crockett Wirthlin/Randy Chambers 9:55:37 (Hus); 2. Bruce Howell/Rob Tolleson (Yam).

250: 1. Mark Benshoof/Jamie Avels 9:58:31 (Yam); 2. #138: 3. Reb Wallace/Scott Forwood (Yam).

125: 1. Floyd Bradley/Jody Maeder 10:11:50 (Hus); 2. Sean Steele/Orville Northrup (Yam); 3. Roger Zeeman/Bryan Ellred (Suz).

IRONMAN: 1. William Spendlove (Yam); 2. Donald O'Kuly (Hus).



Yep, Team Suzuki gunned down the competition again in round three of the 125cc and 250cc National Motocross Series.

Lake Whitney, Texas, was the scene of this latest Suzuki massacre.

In the 125cc Class, remarkable Mark Barnett and his works "Full-Floater" won both motos. Not surprising. The "Magic Man" hasn't lost a moto since the series began!

As for the 250 Class, it was all Kent Howerton and his flying "Full-Floater." Kent also scored a perfect 1-1.

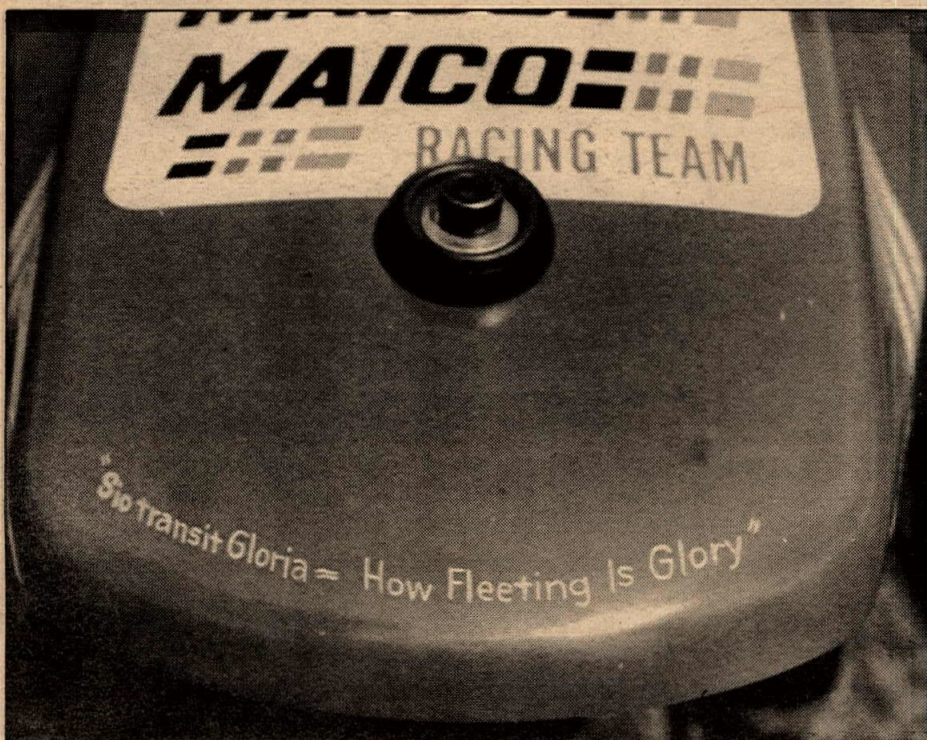
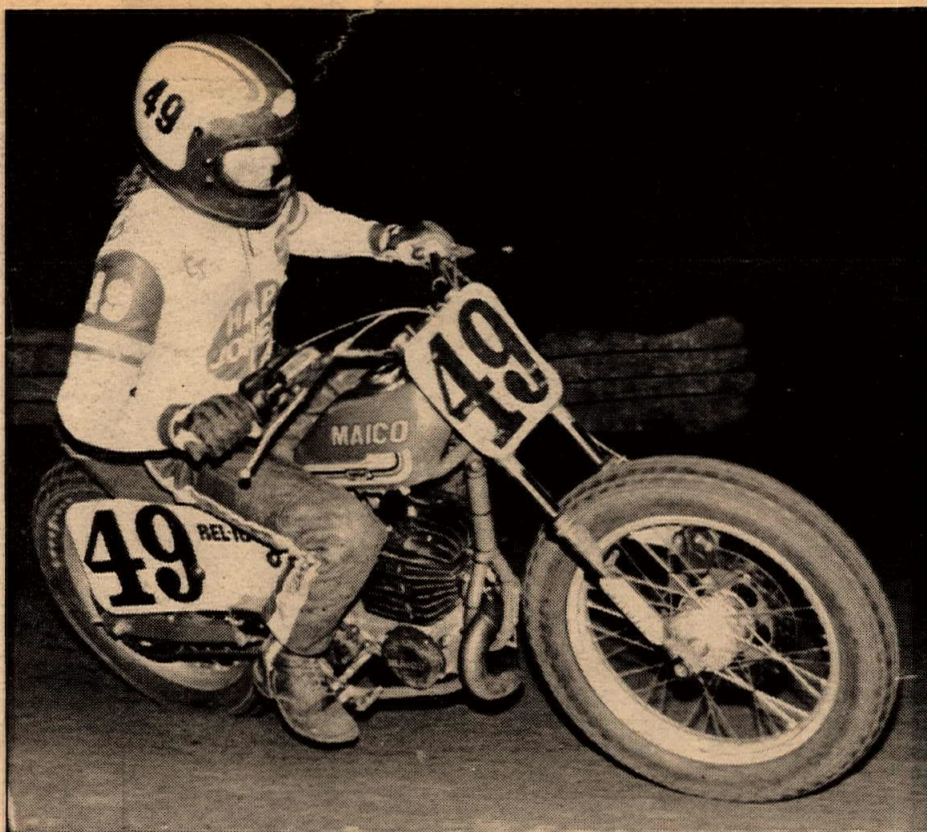
Now is there any doubt that the fastest guns come from Suzuki?

See Team Suzuki in action at the Mr. Pibb Superbowl of Motocross in Kansas City, Missouri, Saturday, May 2, 1981.

SUZUKI WINS TEXAS SHOOTOUT.



**SUZUKI 1981.
PERFORMANCE THAT
REALLY COUNTS.**



Jerry Greer calls his Cycle News project bike a California hot rod, but we're inclined to nickname it "Underdog." Standard, readily available parts (now that Terry Spencer (top left) rode to a fifth place in the National. (Above left) The Maico's motto brings the whole Cinderella story back into perspective.

California hot rod

490

Maico

TTbike

By Jerry Greer
Photos by Charles Morey

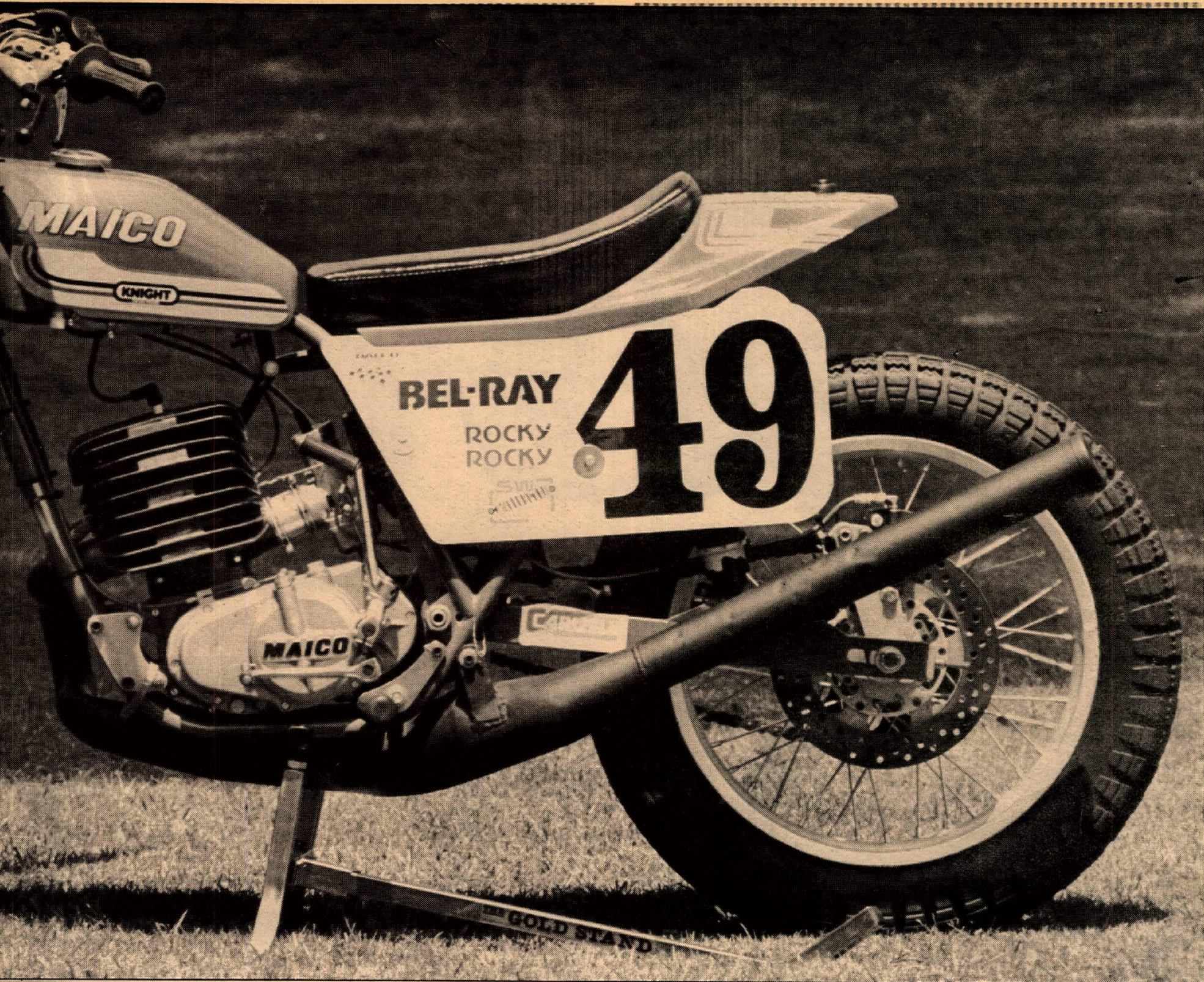
I wanted to build a National Championship TT bike using something different for a motor. Got tired of hearing the four-stroke thumpers being touted as the only way to gas it up to the front of a National. I wanted to do something about it, but what?

The motorcycle enthusiast magazines were breathing heavy about big-bore two-stroke motocrossers, and Maico's 490 rocket was constantly floating to the top of the reviews. I didn't care about suspension or how the bike pulverized berms; I was interested only in the engines. I wanted to hear about slammer horsepower, light weight, tons of torque and availability.

Boy, did the magazines have me pumped! *Motorcyclist Magazine* said "Only minutes of riding time elapsed before the first startling find; the Maico was a guided missile, unquestionably the fastest production motocrosser of all time...." Had me drooling.

Then *Dirt Bike Magazine* jacked me three more inches off the ground when they titled their story "Thunderball." Then those off-the-wall crazies subheaded the article "Big inches, raw power and a controlled state of fear." Whoaa baby! Couldn't wait to grab one!

Wham! *Motocross Action* jumped in with their test. Titled "A motor and a half," it pressed its point hard: "Maico puts their awesome ponies into the ground... hooked up and pulling, which is from dead bottom all the way to a decent top.... No one will beat a Mega 2 to the first turn.... There is so much earth shaking horsepower on tap that it can be dialed from mild to wild... best open class engine ever made." Unanimous. All the magazines clearly said "Maico."



ht has designed the frame and has a jig to produce more) were bolted together, dialed-in and delivered to the Ascot National TT with only minutes to spare. Rod

Time was wasting! The Ascot TT National was only weeks away. I called Terry Knight. "Hey Knight! What about a one-off trick frame to house a 490 Maico motor?" After a lengthy discussion, he agreed.

Next call was to Maico West. After patiently explaining 'Vatt iss diss doort track' racing to them, I got my hands on an engine and a promise they'd sell as many engines as anybody wanted to buy for dirt track competition.

Oh boy. That motor was about 20 pounds lighter than the lightest 500cc thumper motor. My fingernails were raining on the floor in anticipation. Other people were getting interested, too. Brian O'Hagen of Buffalo Number Plates, Rocky Cycle, Bryson Baker Distributing, Carlisle Tires and even Grand Prix Plastics, the people who make Champion's, Shell's, Knight's and Harley dirt track fiberglass were coughing up parts for this...this darkhorse hot rod. Even Terry Knight's voice was beginning to elevate a little.

Knight had built a frame for Rob Muzzy who campaigned a 465cc Yamaha motor in the Junior ranks last year. Ron Yamamoto rode it at Ascot, and I'd had a chance to observe its handling up close. It worked good, even with the "claw for the sky" type horsepower the Yamaha was delivering.

Knight and I both agreed the frame needed the slightly longer wheelbase due to the Maico's light weight and the unknown power characteristics. We both had visions of giant wheelstands in the corners at the most unexpected moments. So, he did a beautiful job on a long wheelbase frame.

Front forks were next. Ceriani has long been the hot tip for dirt track. Alas, try to find a new pair; they're out of business. Interpart makes Betor forks available, as was written up in the previous article on the Kawasaki 250cc dirt tracker (It's alive and kicking cans as a Pro Novice bike in SoCal) but I erroneously stated Betors were the only new forks currently being made exclusively for dirt track application.

Larry Wise of Cosmopolitan Motors called me quickly and set my chain straight. He distributes Marzocchis, the very same forks Harley runs on their XR750 dirt trackers. They are available in two widths and two offsets. They have 5½ inches of travel, and had been dialed in by Harley a long time ago. Readily available, they list for about \$300. I grabbed a set from Knight, who was testing them himself.

Knight and I decided to make the Maico project even more different by foregoing the usual hydraulic disc brake setup and build a totally mechanical front and rear disc arrange-

ment using off-the shelf Honda components. As luck would have it, time ran out before the National, and Brian O'Hagen loaned me a set of his Kosman wheels with the Grimeca cylinders and controls. We are going to build and perfect the mechanical brakes, though, and they're going to be cheaper, leak-free and more readily available than anything we've seen so far.

S&W shocks went on the back end. Most everybody was running them, and I felt they performed well for the requirements.

After endless nights of racing to the airport to get the parts before the freight terminal closed, I finally had everything I needed except the number plates.

Now I was down to the pipe. The stock pipe was making good horsepower according to the articles, so I wanted to keep the same dimensions but tuck it down low to help the center of gravity. Bill's Pipes came to the rescue. Bill and Randy Blevins measured the pipe to the gnat's hinie and proceeded to wrap the dimensions into a downpipe. Welding and cutting, they watched in horror as the pipe rapidly approached the end of the rear wheel with quite a bit of pipe left to be attached. At midnight, we were running out of time and motorcycle to hang the bazooka pipe onto. At 1:00 a.m., we had to saw off the stinger and go at it again. Ulti-

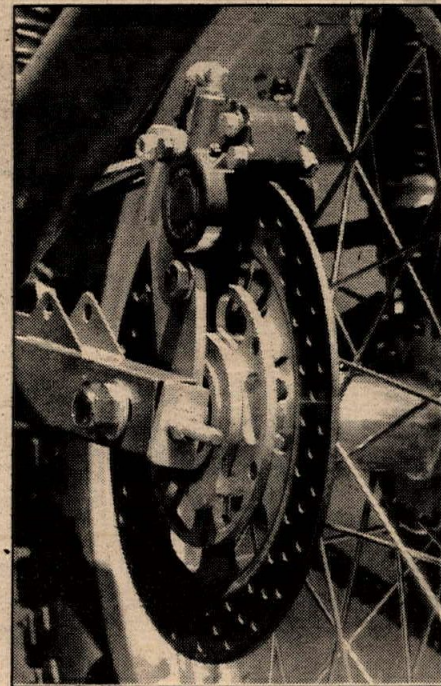
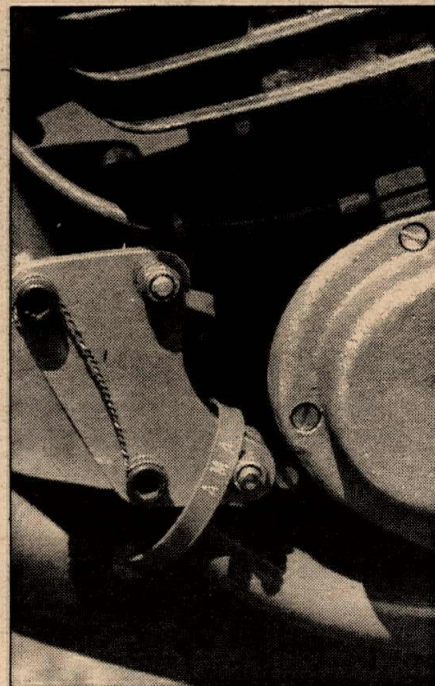
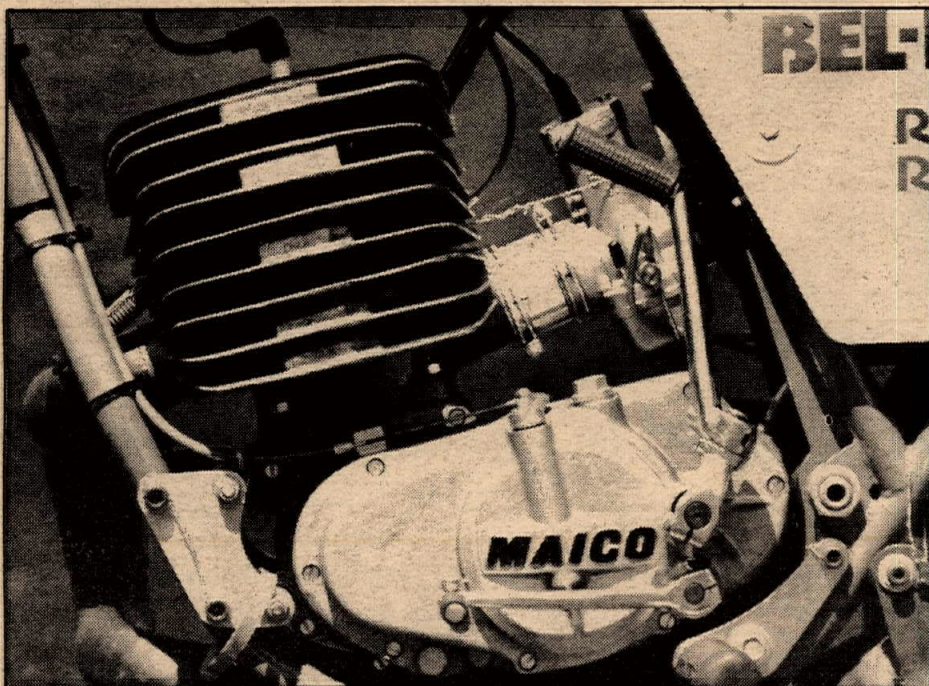
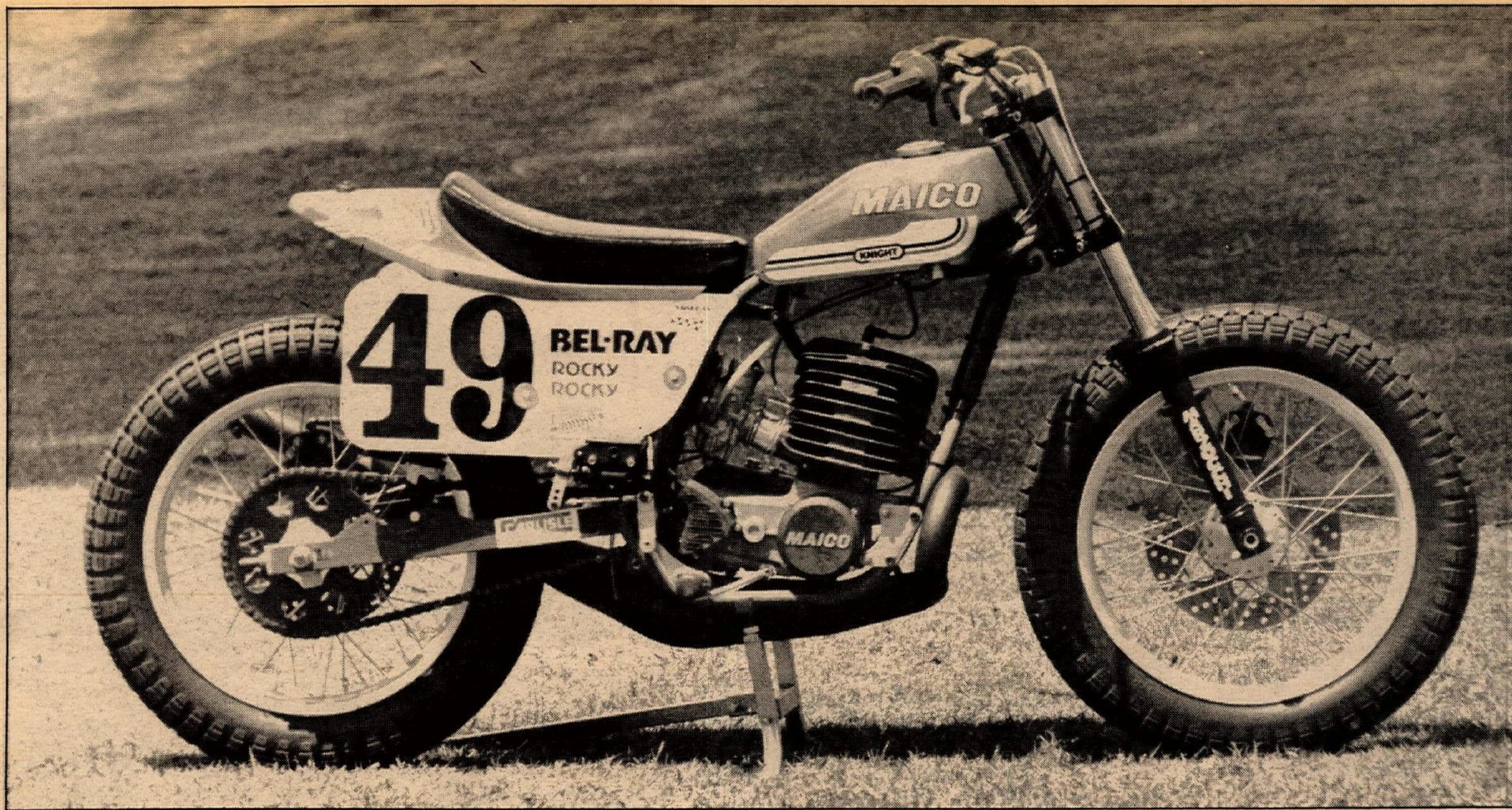
mately, we had a pipe that would see us through tech inspection and our first National, but it was a pipe whose position and mounting method would have to be changed later.

With nearly everything finally together and safety wired, I fired the little beastie up, making myself a walking-wounded by trying to kick-start it. ("Wrong technique," Maico said. "★✓%!" I said.)

It fired right up and proceeded to run dead rich. "Ahhh, the pipe," I said. We must have missed the dimensions. Quick-checked the dimensions. No problem. Jumped on the carburetor. We had angled the engine downward to keep the center of gravity low to prevent wheelies. It became clear that the fuel level was now spilling into the main bore. Popped the float bowl and lowered the float level. Primed'er, fired'er, ... Whaaa??? Still rich????

Got on the phone to Maico. Ring-ring, ring-ring. It was Saturday, April 4, three hours before the pits opened for my bike's debut at the Ascot TT National, and I remembered Maico was closed Saturdays. Woe.

Also, my northern California rider Rod Spencer hadn't been heard from, and I had just been informed that the number plates shipped from Buffalo Number Plates four days previous had



(Clockwise from top left) Here's a peek at the other side of the long, low former-MX machine. Marzocchi dirt track forks suspend the borrowed Grimeca disc and Grimeca rear disc. It passed the AMA Tech Inspection; here's the band of proof. And finally, the mighty, tractable 490cc Maico motor...with eight extra horses st

been sitting in a bus terminal 20 miles from home for the past three days. Alex Rosa skidded up in his blue excuse for a truck and asked if I needed help. "Go get the Number Plates."

Five minutes later, National Service Manager for Maico, Selvaraj Narayana called me. "How's it going, Jerry?" It was now two and one-half hours before the pits opened.

We made plans to meet at Wheel-smith Engineering, 45 minutes from my home. I made it in 30. We checked the Bing against the specs. Whoever was assembling carbs that day must have had a bad attack of Sauerkraut gas; nothing in the Bing matched any of the specs. Plugging the standard jetting in, we immediately had a weapon. I jettied the rooster a little leaner than stock all the way around since we weren't running 40-minute motos, and all of a sudden, we had a certified 216-pound hot rod on our hands. Another 30 minute low flight homeward, stacked up against the 45 minutes I used up to jet the hot rod, left me with 45 minutes to get to Ascot which was a

35-minute drive. And I still didn't have the number plates in my hands.

I got the number plates, trimmed and mounted them to the bike, grabbed a coke and sat down to enjoy my last couple of minutes with my wife.

She inquired about my distant stare: "Which turn are you in?"

Caught. I was mentally predicting the gearing necessary to pull the right hander before the jump!

At the race track with more than a minute to spare, I looked up Bill Boyce of the AMA to hand him the final paperwork approving the Maico for National Championship Dirt Track competition. (Ya can't put these things off 'til the last minute.) Boyce was really neat, and wished me "best luck" with the Maico.

Next, I had to locate my rider. I had never met him before, so it was a little embarrassing, asking Randy Goss if he was Rod Spencer. Eventually Spence, his dad and I connected. We grabbed a pit spot and compared notes. He ran the hot rod on the back straightaway and we shortened the wheelbase, changed the fork oil, and changed the

tire pressure. After practice, we flopped the tire and changed the gear to make him lug the motor more. His adrenaline was making him buzz the motor, and that wasn't where the motor's power curve was most efficient.

He qualified, got fourth in his heat, won his semi, and picked up 14th starting spot in a grid of 16 National finalists.

Spencer rode the wheels off that suckah. In the National, he moved from dead last into fifth spot less than halfway through the race. After that, he and Gary Scott diced it, turning exact same lap times as the front three guys. It was a jazz night, Spencer and the California Hot Rod Maico.

After Spencer pulled into the pits, we "post-mortemed" the bike. From that post-mortem, the following changes will probably be made by the time Spencer rides the bike at the Regional TT in Boise, Idaho.

1. Shorten the wheelbase another 3/4 inch. The powerband is so predictable, it doesn't need extra wheelbase.
 2. Add more fuel tank reserve.
- Spencer ran out of gas on the last

lap and finished on fumes.

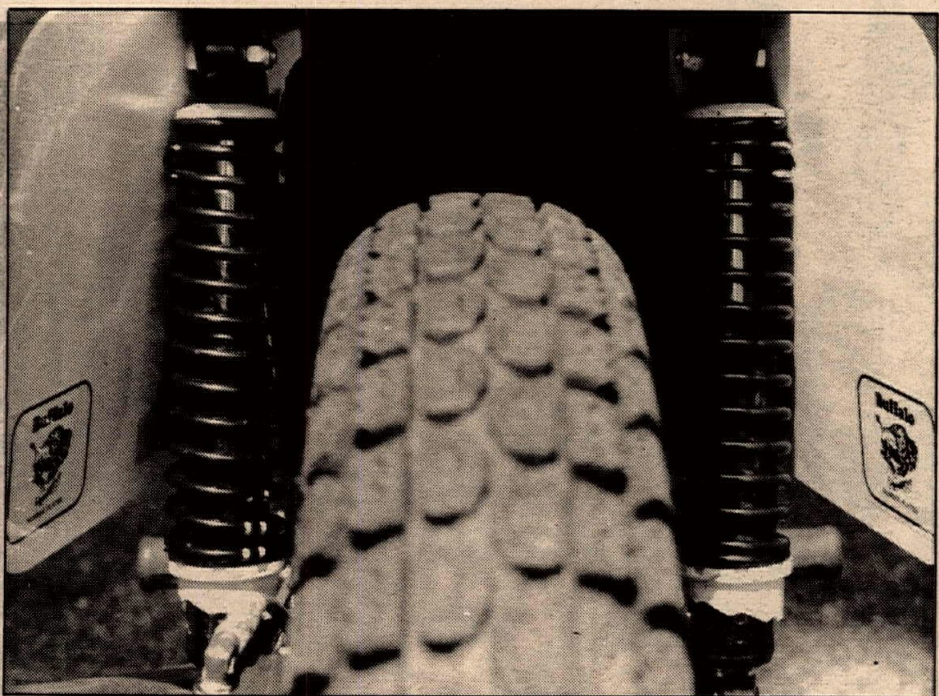
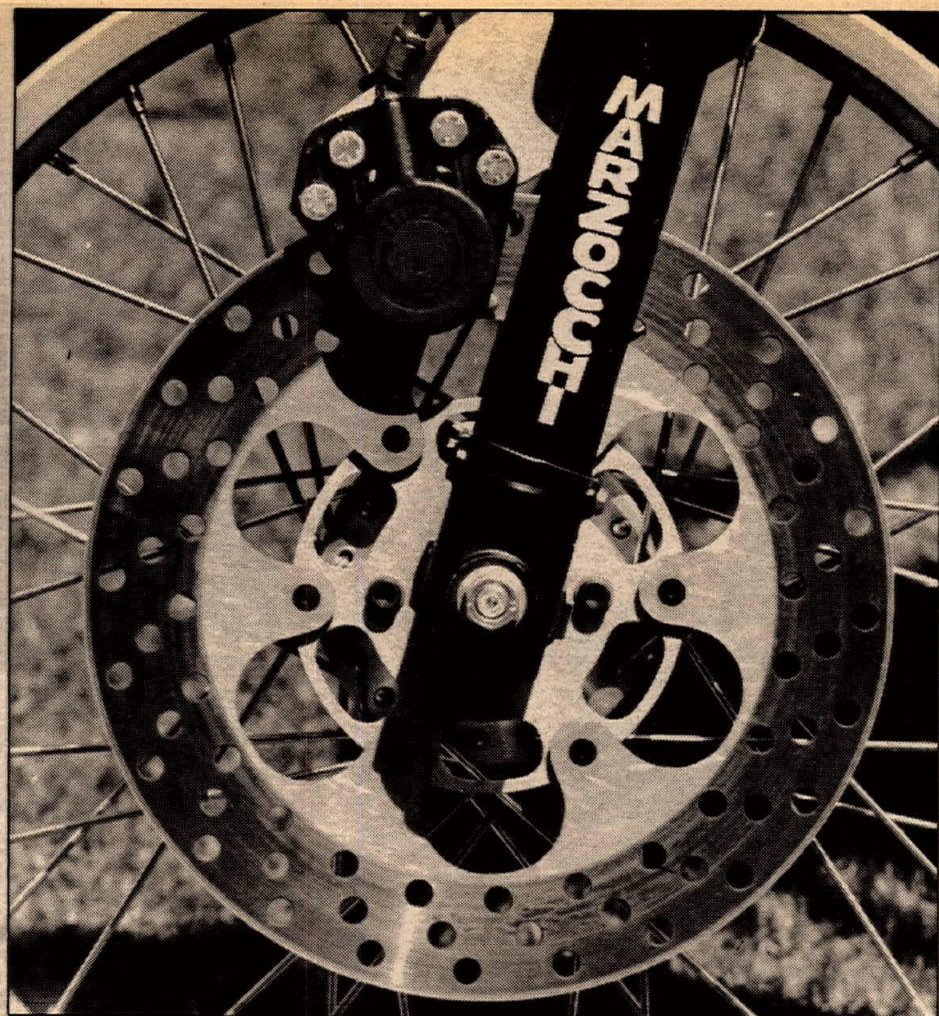
3. Move Knight's forward-mounted petcocks rearward to keep them covered up while under power. He had them forward to clear the 500cc thumpers.

4. Gear the bike taller yet. We never really did get the bike solidly planted in the middle of its power curve. In fact, it was out of gear in the middle of the straightaway. (Fifth place... heh, heh.)

5. Change the mounting method and location of the pipe. Wayne Rainey ran into it with a 310-pound Harley, and only safety wire saved the night.

6. Change the top motor mount to Maico's recommendations. Our attempt made Maico's predictions come true. Namely, a gaping hole in the backbone, and two motor mounts which eventually became four pieces of two motor mounts.

7. Raise both footpegs, or get a slower rider. I thought the clearance was great, but Spencer found new ways to get down and pivot the bike on the footpeg brackets at 60 per in the infield corners.



man wheel. S&W shocks suspend the rear end, Buffalo Plates make it legal.
apped.

8. Try some different shocks. The S&Ws hydraulicked on the fast stutterbumps. Gonna try Works Performance. They looked good on a couple of other bikes.

9. After Boise and Santa Fe, add another eight horsepower which Maico says is no problem to obtain, keeping approximately the same bottom end power.

10. Try a triplex primary chain and clutch basket for more flywheel effect on dry and bumpy tracks.

What impressed me about the entire effort from start to finish was that we took an absolutely dead-stock 490 Maico motocross motor and put a known racing frame around it, bolted stock dirt track components onto it and told a guy to go race it. Without so much as changing a spark plug (running Bel-Ray 60:1 pre-mix), our \$1,400 motor and hot-dog rider changed the face of National Dirt Track TT competition. Ask the fans, if you find it hard to accept that a motocross name was just about the biggest buzz word in the stands at Ascot.

Incidentally, this bike would make a

competitive Junior Half Mile bike since it gets to run against the restricted twins. And it's quite a bit cheaper to build and maintain than a Harley.

A final caution. Dirt track motorcycles and component parts are unlike motocross motorcycles and accessories in two major respects. Dirt track parts are built to order; they are not usually sitting on the shelf just waiting to be sold. They are also rather expensive because they are not made in any production volume. Therefore, you will have to "pay and wait." Nearly all of the suppliers I have had experience with fall into this category. One-off, hand built parts take a while.

If you decide to build a replica of this motorcycle, consult the glossary of parts in this article. You don't necessarily have to use all of the parts I used, but the suppliers did put their faith in a dirt track project and backed it up with pieces.

Don't forget to use plenty of zip-ties, Loctite, safety wire, closed cell foam, and common sense in routing wires and cables. Other than that, good luck and watch out for the thrust.

Dirt track is back!

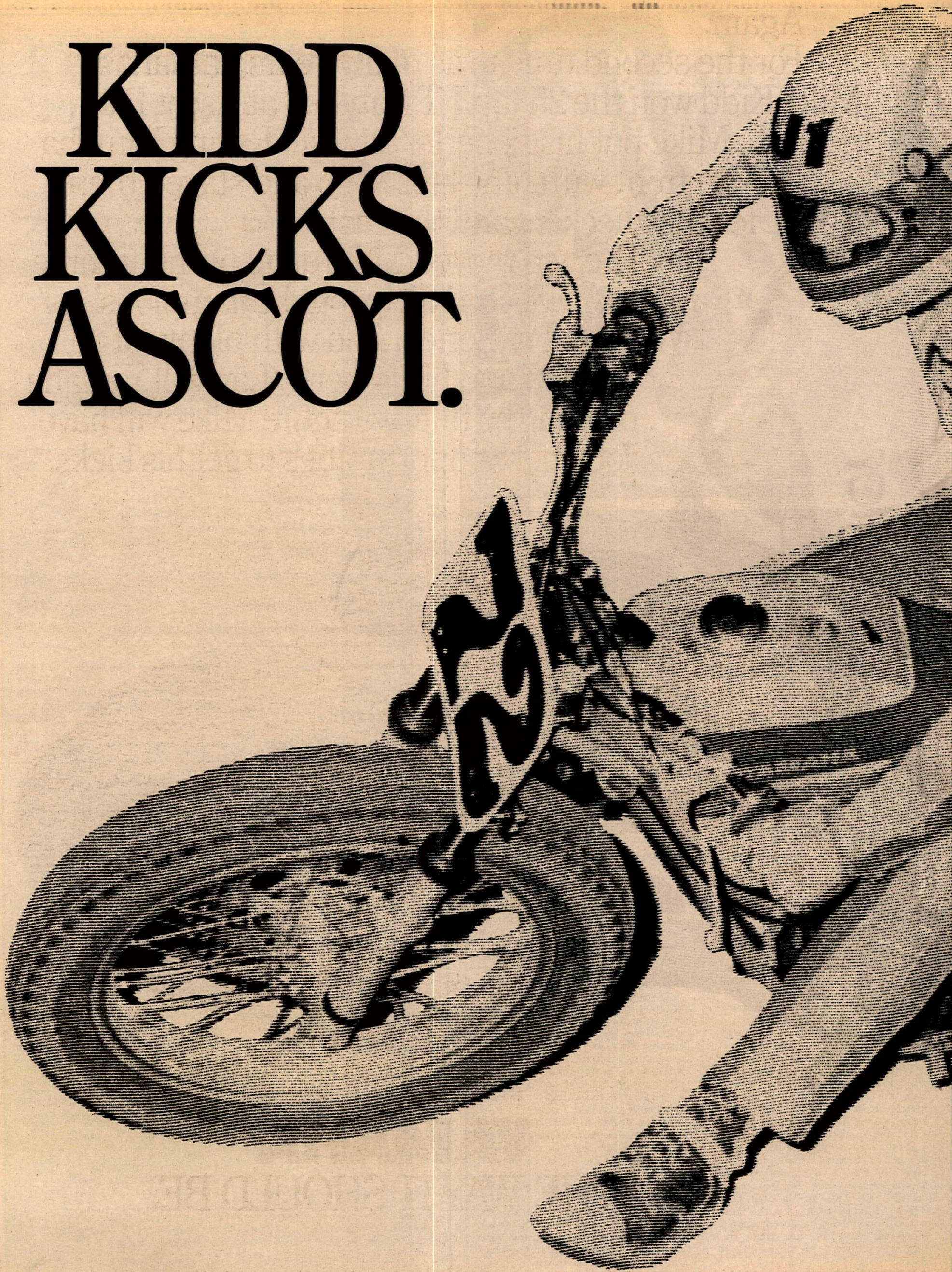
490 Maico Mega 2 Dirt track project

Parts List

ITEM & P/N	SUPPLIER	COST
1 ea. red 490 Maico frame ass'y.	Knight Racing Frames 25153 O'Neil Ave. Hayward, CA 94544 415/582-1333	\$735.00
1 ea. mudguard		10.50
1 ea. petcock kit		22.50
1 ea. set red fiberglass seat & tank		190.50
1 ea. 4.00x19 Pirelli front tire		44.50
1 ea. 4.00x19 Carlisle Universal tire	Carlisle Tire & Rubber Carlisle, PA 17013	40.00
1 ea. 3.50x19 tube. 65-0195	Rocky Cycle Co., Inc. Sunnyvale, CA 94086	6.12
1 ea. 4.00x19 tube. 65-0197		6.92
1 ea. 45T sprocket 26-4045		30.95 thru
1 ea. 48T sprocket 26-4048		34.68
1 ea. 49T sprocket 26-4049		
1 ea. 50T sprocket 26-4050		
1 ea. 51T sprocket 26-4051		
1 ea. throttle (Magura) 07-4148		35.00
1 ea. clutch lever (Magura) 07-4102		27.00
Front & rear wheels — to be determined in next article		
1 pr. handlebars. HC-11	Bryson-Baker Distributing, Inc. 2189 Old Middlefield Way Mountain View, CA 94043	15.95
1 pr. grips T6-1		7.95
1 chain 520 PRx120		33.50
1 ea. air cleaner. RU 59 K&N		14.95
1 set front forks & triple clamps, 62mm offset, 180mm on centers	Cosmopolitan Motors, Inc. Jacksonville & Meadowbrook Roads Hatboro, PA 19040 215/672-9100 Attn: Joe Rottigni	300.00
1 set rear shocks H-3, freon cell.	S&W Engineered Products 7052 Village Drive Buena Park, CA	100.00
1 set 70 # springs, straight rate.		30.00
1 ea. center stand	Buffalo Number Plates 1201 Killarney Street Livermore, CA 94550 415/443-7012	35.00
3 ea. AMA number plates		35.00
2 ea. front plate brackets		3.95
1 ea. expansion chamber exhaust system	Bill's Pipes Norco, CA 714/371-1329	130.00
1 ea. 490cc Maico engine with 16T countershaft sprocket. Includes 40mm carb, CDI ign., throttle & clutch cables, kill button and decompression lever with cable	Maico USA, Inc. 1256 Progress Road Suffolk, VA 23434 Maico West 110 E. Santa Anita Ave. Burbank, CA 91502 213/843-5515	1400.00
1 ea. set of Maico tank decals		

Entire brake system was borrowed at time of race, Grimeca hydraulic system was used. Refer to Cycle News feature on Kawasaki 250 TT bike for details. Don't have it? See. Ya shoulda' kept it!

KIDD KICKS ASCOT.

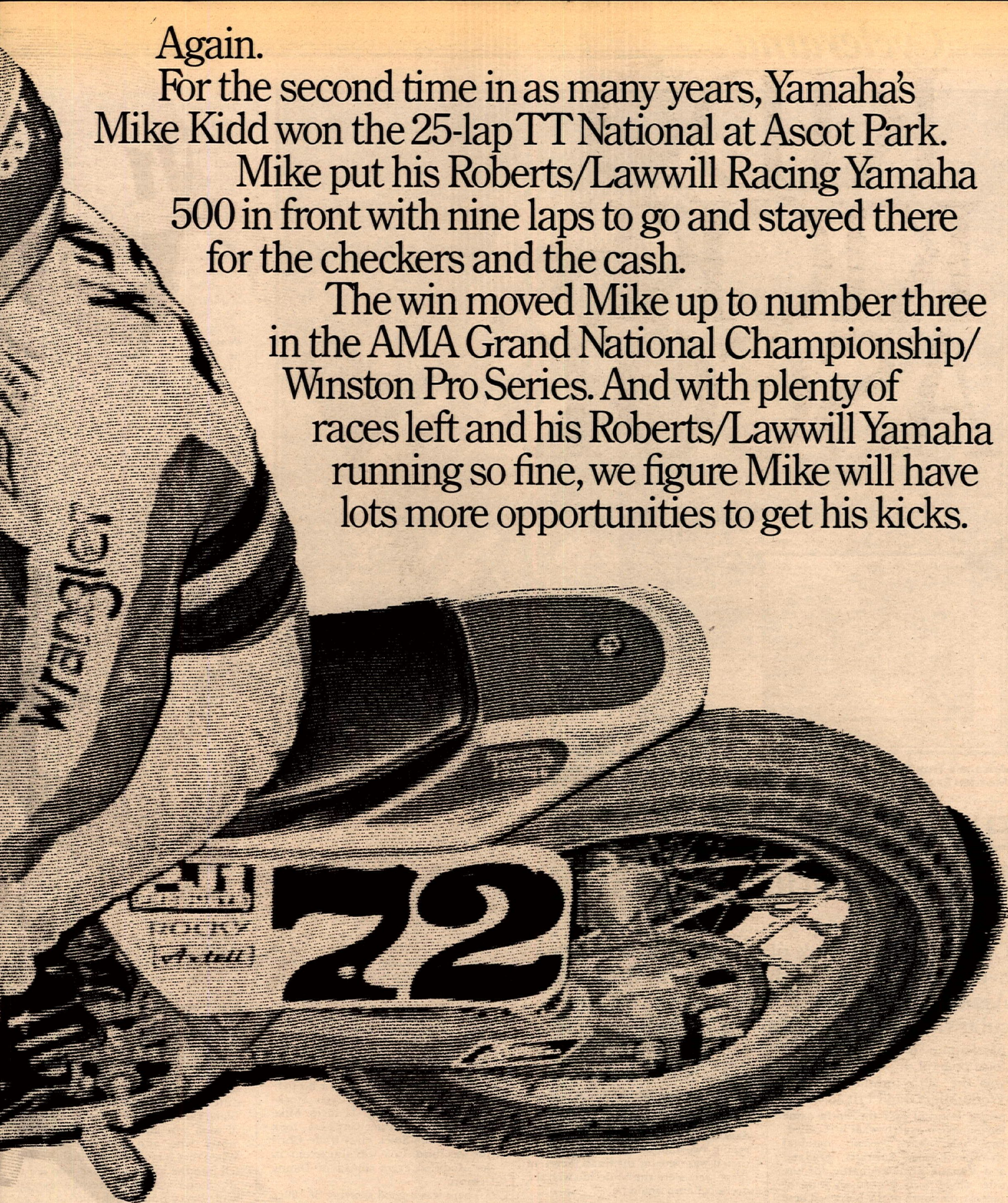


Again.

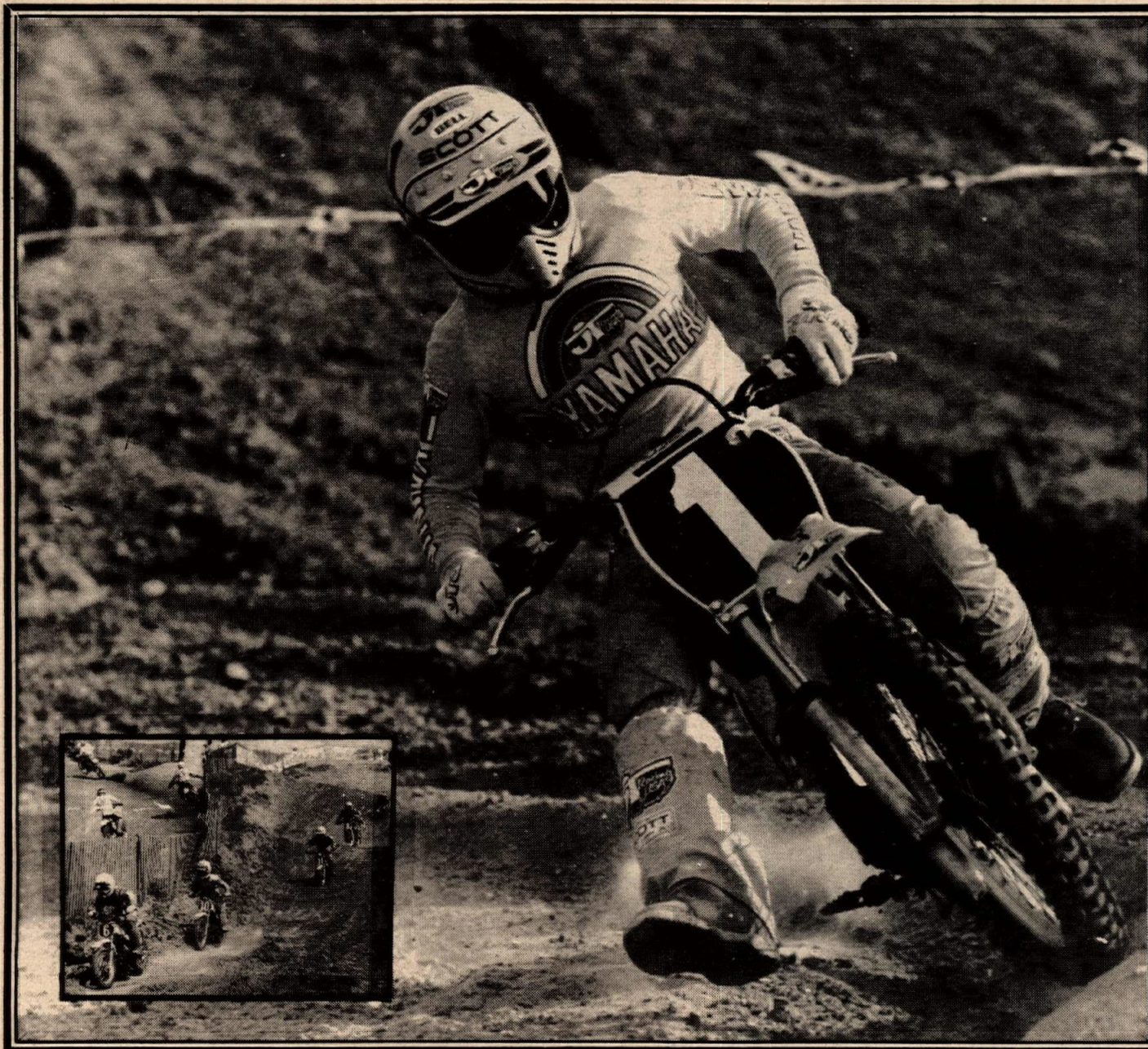
For the second time in as many years, Yamaha's Mike Kidd won the 25-lap TT National at Ascot Park.

Mike put his Roberts/Lawwill Racing Yamaha 500 in front with nine laps to go and stayed there for the checkers and the cash.

The win moved Mike up to number three in the AMA Grand National Championship/Winston Pro Series. And with plenty of races left and his Roberts/Lawwill Yamaha running so fine, we figure Mike will have lots more opportunities to get his kicks.



YAMAHA
THE WAY IT SHOULD BE.™



Arizona's Troy Blake placed at the top of the heap in the 80cc Yamaha Race of Champions. He added that to an 83cc Modified Expert crown. (Inset) Scott Brown leads the pack in the 60cc Yamaha Race of Champions.

Blake, McCoy star in NMA World Mini GP

By Tom Corley

ORANGE, CA, APR. 10-12

Cyclorama 1981 took place at Saddleback Park over the weekend as the National Motorsports Association created another giant cycle spectacular that had something for everyone to either

participate in or spectate. The focal point of this three-day event was the 10th annual Yamaha World Mini Grand Prix in which people from all over the world came for to make it exactly what it is called. For this year's event national champions from Australia, England and Canada came to battle for the titles along with a good showing of racers from south of the border. These champions challenged the finest riders in America in all classes and it all climaxed on Sunday during the traditional event, the Yamaha Race of Champions. Arizona's Troy Blake decisively captured the "Champion of Champions" title in the 80cc class while Californian Mouse McCoy became the Junior Cycle Champion.

There were over \$10,000 worth of trophies and prizes to be awarded to the class winners and this was all made possible by those sponsors who support

the NMA, including Meryl's Pro Wheel, Bell Helmets, IRC Tires, DG, Magura, Cycle-AM, Bel-Ray and ND.

With a good 700 entries it made it necessary to form 36 classes. It is easy to understand why it takes three full days of racing with that many classes racing two motos. After these events then it was time for the finals. Seven of these races were run to decide who the overall champ would be.

Many of the best minicycle racers start off in the Pee Wee classes and some fine Pee Wee racing took place in this event. One little guy, Ronnie Densford, really stood out from the rest of the little racers. In the Stock race Chris Pfatenhauer from Las Vegas won the first moto over Densford and Dustin Evans. Things improved for Densford as he won the final motor over Evans and Pfatenhauer. Overall it was Densford, Pfatenhauer and Evans. Densford was on his way to

winning the Modified class but was disqualified because he rode his stocker. Evans was given the win while Pfatenhauer, Pfate for short, was second and Bobby Yorba was third.

In the Junior Cycle Stock 6-8 race Shane Britt from Opelika, Alabama took the first moto win. "King Richard" Saxton was second and Tommy Clowers was third. It went in King Richard's favor in the final race as he took the win over Bubba Erickson and Densford. With a 2-1 finish Las Vegas Saxton was the overall winner in front of Erickson and Densford. Britt took the honors in the Modified event over Saxton and Clowers.

Shane Sheffield walked off with a couple of king size trophies for his performances in the Junior Cycle Stock and Modified Novice 9-11 races. Mike Brosjean from Bossier City, LA, took second in the Stock class while Chris Cole was third. Cole was also second in the Modified event ahead of Danny Hemburu.

There was a good showing of 100cc class racers from all over. In the Stock class the lead was totally in the hands of Ray Dawson from Lexa, AR, Ray was first in both motos and way out front for the overall win. Californias Chris Plain, Charles Osterday, and Frankie Brundage placed 2-4 ahead of Brian Carroll who came out from Toowoomba, Australia.

Ronnie Lechien surprised everyone as he rode in the 100cc Modified class, winning it easily with two first place wins and he was way ahead of Dawson

who took second over Charles Osterday and Chris Plain.

Seven run-off events were held because in some classes there were two different divisions. The top riders from each division came together in the run-offs to find out who was the best. Gilbert Valdez won the 83 Stock Novice 12+ division one race and now it was time for him to face Ron Rogers who won division two. When the riders took off in the run-offs, Rowland White from Victoria, Australia had the lead on his white Yamaha. White soon lost the lead and went down. Valdez advanced to first and held it to the end ahead of Rogers. Trey McFarland was third in this race while White was seventh but due to a higher previous point total third overall went to the Australian.

The day was not over for Rogers. He had the 83cc Modified Novice 12+ race to go. In a much faster class he did better and was first place in front of Mike Thompson. David Perry was third in this race but Valdez had a better point finish and went home with the third overall.

Intermediates Chris Taylor and Mike Healey were tied with two points as they both won their divisions. When they met in the 83cc Stock 12+ run-off there was bound to be a battle. As they took off it was Richard Fleming and Healey in the lead. These two were on top until they both fell. Taylor took advantage of this and led it from there as Will Tait trailed ahead of Steve Stewart and Eddie Hicks. When the points were added up from this race and the division races, Taylor was the overall winner. Tait came out second best, Dan Hovis was third ahead of Whisperm Smith from Midwest City, OK, while Eddie Hicks captured fifth.

Healey may have gotten a bad break in the Stock class but not so in the Modified run-off. Healey was already ahead of the pack on a points margin and now it was a matter of how he would do in this run-off. He stayed ahead of Hovis, Tait and Taylor. Healey won overall, followed by Tait, Taylor and Greg Thomas from Pine Bluff, AR.

When they fired off the gate in the 83cc Stock Expert run-offs, Kenny Dunlap was out ahead of Todd Campbell and Troy Blake. Soon Blake got by Campbell and within time he made the move on Dunlap which put him into the winner's position. Blake won this race but because of his points from the division one race he had to settle for second overall with Sam Storer coming out the best. Storer won the division two event and took a fourth in the final. Campbell came out of it all with the third best score ahead of Danny Storbeck and Bobby Moore.

Blake may have had to settle for second in the Stock event but it was a different story in the Modified run-off. Blake carried over two points from his division win and was tied with Sam Storer who also won his division. When they met in the big final the win fell into the hands of Blake who led it all. Storer ended up second overall while Bruce Bunch took third.

No doubt about it though, the Yamaha Race of Champions pair of events was the main event of the World Mini GP. The 80cc riders had three motos whereas the Junior Cycle champs went for only two motos. Premier Yamaha of Huntington Beach, CA, brought out a huge fleet of new Yamahas for these champions to ride. With everyone riding a completely stock and identical make of bike it would determine just who the fastest ride was.

The top 18 riders in the world took off the line in the first 80cc contest. Troy Blake was favored by many to win and he sure did as Todd Campbell and Sam Storer raced from behind. In the second race Campbell got the holeshot but then fell on the finish corner. Storer and Blake went at it from there on. In the final race Campbell was determined to win and he led it till Blake made the pass. So Blake, from Laveen, AZ became the new "Champion of Champions." Besides a monster trophy he got to keep one of the new machines.

The Junior Cycle competition was just as stiff. In the first moto Scott Brown shot out ahead of Mouse McCoy and Ronnie Tichenor. In the final race, Brown had a hard time staying up and fell a couple of times which made it easier for McCoy to stay out front and take the lead and overall win over Tichenor, Shawn Wooten and Kyle Lewis.

Results

PEE WEE STK: 1. Ronnie Densford (Yam); 2. Chris Pfatenhauer (Ita); 3. Dustin Evans (Ita).

PEE WEE MOD: 1. Dustin Evans (Ita); 2. Chris Pfatenhauer (Ita); 3. Bobby Yorba (Ita).

JR CYC STK: 1. Richard Saxton (Yam); 2. Bubba Erickson (Suz); 3. Ronnie Densford (Yam).

JR CYC MOD 6-8: 1. Shane Britt (Yam); 2. Richard Saxton (Yam); 3. Tommy Clowers (Yam).

JR CYC MOD NOV 9-11: 1. Shane Sheffield (Yam); 2. Chris Cole (Suz); 3. Danny Hembert (Yam).

JR CYC MOD INT 9-11: 1. Scott Brown (Yam); 2. Mouse McCoy (Yam); 3. Ronnie Tichenor (Yam).

JR CYC STK NOV 9-11: 1. Shane Sheffield (Yam); 2. Mike Brosjean (Yam); 3. Chris Cole (Suz).

JR CYC STK INT 9-11: 1. Scott Brown (Yam); 2. Kyle Lewis (Yam); 3. Ronnie Tichenor (Yam).

83 STK BEG 12-14: 1. Scott Brodie (Yam); 2. Rich Schulenberg (Kaw); 3. Jeff Sills (Yam).

83 MOD BEG 12-14: Eric Sackett (Yam); 2. Jeff Sills (Yam); 3. Kevin Reuland (Kaw).

83 STK NOV 9-11: 1. Shane Millbourn (Yam); 2. Dale Storbeck (Yam); 3. Rick Simmet (Yam).

83 MOD NOV 9-11: 1. Dale Storbeck (Yam); 2. Rick Simmet (Yam); 3. Craig Nielsen (Yam).

83 STK NOV 12+ DIV 1: 1. Gilbert Valdez (Yam); 2. David Perry (Yam); 3. Joe Lozano (Yam).

83 STK NOV 12+ DIV 2: 1. Ron Rogers (Yam); 2. Rowland White (Yam); 3. Richie Hovis (Yam).

83 MOD NOV 12+ DIV 1: 1. Roger Ebling (Kaw); 2. Michael Koemans (Suz); 3. Greg Vowell (Yam).

83 MOD NOV 12+ DIV 2: 1. Gilbert Valdez (Yam); 2. Ron Rogers (Yam); 3. Rowland White (Yam).

83 STK INT 9-11: 1. Scott Brown (Kaw); 2. Willie Surratt (Kaw); 3. Ronnie Tichenor (Yam).

83 MOD INT 9-11: 1. Scott Brown (Kaw); 2. John Conney (Yam); 3. Willie Surratt (Kaw).

83 STK INT 12+ DIV 1: 1. Chris Taylor (Kaw); 2. Richard Fleming (Yam); 3. Whisperm Smith (Yam).

83 STK INT 12+ DIV 2: 1. Mike Healey (Suz); 2. Dan Hovis (Yam); 3. Will Tait (Yam).

83 MOD INT 12+ DIV 1: 1. Mike Healey (Suz); 2. Greg Thomas (Yam); 3. Chris Gables (Yam).

83 STK EX DIV 1: 1. Bobby Moore (Yam); 2. Danny Storbeck (Yam); 3. Rudy Dickinson (Suz).

83 STK EX DIV 2: 1. Sam Storer (Kaw); 2. Rick Hemme (Suz); 3. Tracy Meeks (Yam).

83 MOD EX DIV 1: 1. Sam Storer (Kaw); 2. Bruce Bunch (Suz); 3. Tracy Meeks (Yam).

83 MOD EX DIV 2: 1. Troy Blake (Yam); 2. Rudy Dickinson (Suz); 3. John Denis (Yam).

105cc 9-11: 1. John Conney (Yam); 2. Mouse McCoy (Yam); 3. Scott Brown (Kaw).

105cc 12+: 1. Rick Hemme (Suz); 2. Troy Blake (Yam); 3. Sam Storer (Kaw).

100 STK: 1. Ray Dawson (Yam); 2. Chris Plain (Yam); 3. Charles Osterday (Yam).

100 MOD: 1. Ron Lechien (Yam); 2. Ray Dawson (Yam); 3. Charles Osterday (Yam).

125 STK NOV DIV 1: 1. John Cook (Kaw); 2. Lalo Lopez (Yam); 3. Mark Leckman (Yam).

125 STK NOV DIV 2: 1. Joe Rincon (Kaw); 2. Jamey Lucas (Yam); 3. Bobby Cook (Suz).

125 MOD NOV: 1. Joe Rincon (Kaw); 2. Rob Hendricks (Yam); 3. Mark Leckman (Yam).

125 STK INT: 1. Bill Clontz (Yam); 2. Doug O'Donnell (Suz); 3. Vince McMahon (Kaw).

125 MOD INT: 1. John Hemme (Suz); 2. Carroll Richardson (Yam); 3. Bill Clontz (Yam).

125 STK EX: 1. Curt McCuiston (Kaw); 2. Ron Lechien (Yam); 3. Eric Hall (Yam).

125 MOD EX: 1. Curt McCuiston (Kaw); 2. Louie Franco (Yam); 3. Ron Lechien (Yam).

250 OPEN: 1. Curt McCuiston (Kaw); 2. Ian FitzGibbon (Yam); 3. Craig Smith (Yam).

250 OPEN: 1. Curt McCuiston (Kaw); 2. Ian FitzGibbon (Yam); 3. Craig Smith (Yam).

RUN-OFFS

83STK NOV 12+: 1. Gilbert Valdez (Yam); 2. Ron Rogers (Yam); 3. Rowland White (Yam).

83 STK NOV 12+: 1. Gilbert Valdez (Yam); 2. Ron Rogers (Yam); 3. Rowland White (Yam).

83 MOD NOV 12+: 1. Ron Rogers (Yam); 2. Mike Thompson (Kaw); 3. Gilbert Valdez (Yam).

83 STK INT 12+: 1. Chris Taylor (Kaw); 2. Will Tait (Yam); 3. Dan Hovis (Yam).

83 MOD INT 12+: 1. Mike Healey (Suz); 2. Will Tait (Yam); 3. Chris Taylor (Kaw).

83 STK EX 12+: 1. Sam Storer (Kaw); 2. Troy Blake (Yam); 3. Todd Campbell (Yam).

83 MOD EX 12+: 1. Troy Blake (Yam); 2. Sam Storer (Kaw); 3. Bruce Bunch (Suz).

125 STK NOV: 1. John Cook (Kaw); 2. Joe Rincon (Kaw); 3. Lalo Lopez (Yam).

RACE OF CHAMPIONS

80: 1. Troy Blake.

60: 1. Mouse McCoy.

Myerscough, Holland, Breker blast CRC/DG \$5000 MX

By Lee Taylor

ORANGE, CA, APR. 12

A strong field of racers turned out for the California Racing Club/DG \$5,000 motocross at Saddleback Park.

DG sweetened the Pro purse, bringing top winnings to \$2,100. With pay-back by moto, action was hot and heavy. For the Sportsmen, racers waged battles all through the day for their share of \$3,000 in DG gift certificates, given out to the top five in each class having five or more entries.

When the 250cc Pros gathered on the starting grid, spectators crowded the fence line, anticipating a National caliber race. For starters, they had Rex Staten, Goat Breker and Brian Myerscough to root for, not to mention more than 25 of California's top Pros.

From the start of the first moto, the racing was radical. A three-way duel for the holeshot went down between Pete Snorteland, riding for Yamaha and DG, Suzuki's Myerscough and "Rocket Rex" Staten, also Suzuki-mounted. As Myerscough edged out into the lead, riders were attacking the uphill three and four abreast, several biting the dust over the double jumps. Staten swung into the second place slot with Jeff Jennings solid in third. The top three spaced themselves and pulled away from an insane battle for fourth between David Taylor and Snorteland. Staten was breathing down Myerscough's jersey and out for a shot at the lead. But diving deep into a turn, Staten went down and was forced to DNF.

Myerscough soared into an incredible lead, with Jennings now solid in second and Goat Breker burning up the track and settling his Kawasaki down in third. By the end of the moto, the top three were lapping riders clear around the track. Snorteland took over fourth and held Taylor to fifth.

When the machines blasted off the line the second time, Snorteland led up the hill with Breker moving into second, followed in hot pursuit by Myerscough and Jennings. The top three waged their own battle with Breker on Snorteland's tail and Myerscough literally inches behind in third. With Jennings closing in fast, the lead was up for grabs. With two laps to go, Snorteland found some breathing room, with Breker held back by lapped riders, but on the white flag lap Breker broke away and once more was breathing fire down Snorteland's back. Myerscough was fighting for his life to protect third from Jennings' attack. Coming in for the checkered flag, Breker whipped his Kawasaki deep into the grass in one last bid for the lead but Snorteland held him off to the finish and took second place loot with a 4-1 finish. Breker (3-2) came home to third place money and Myerscough ended the moto in third and took the overall win.

George Holland III, riding for U.S. Suzuki, was caught up in a duel with Curt McCuiston, racing under Kawasaki's colors, for the 125cc Pro win that was to follow the two of them through-out both motos.



CRC 250cc Pro winner Brian Myerscough (11) battled for a while with Rex Staten (34). (Inset) Goat Breker (20) dominated the Open Pro class.

The start of the first moto found Holland narrowly in the lead with McCuiston hot on his tail. Roger Hensley, piloting a Suzuki for RPM, Inc., gallantly held the flock of riders at bay from third, down to the end as Holland zoomed across for the moto win. McCuiston followed in second with Hensley holding third.

The second time out, was a repeat performance of the duel for command between Holland and McCuiston, only this time the lead went to McCuiston, only to be snatched away by Holland. Micky Dymond, riding for La Habra Yamaha, swung into third and rode like the devil was after him through to the end. The top three separated from the pack, leaving a battle royale for fourth between Yamaha-mounted Louie Franco, new to the Pro ranks, and Kal-Gard sponsored Rodney Hughes. Hughes managed to pull away and was closing ranks on Dymond. When the moto wound down, Holland took the checkered flag and top money for the day, McCuiston came home to second overall honors and Dymond finished the moto in third, good for fourth overall. Third place loot went to Hensley with a 3-6 ride.

Goat Breker's sizzling green Kawasaki simply out-manuevered and outran the competition in the Open Pro class.

The start of the first moto saw Pete Snorteland and Breker, inches apart, going for the lead. Snorteland took charge with Breker riding shotgun, Jeff Jennings' Husqvarna in third and Maico-mounted Scott Johnson holding fourth. In fifth was a rocketing Rex Staten. Breker finally snuck by Snorteland, leaving him to hold back Jennings and Staten. While Breker broke out into a spectacular lead Snorteland, slowed by lapped riders, fought to the end to hold Jennings at bay. Staten crossed the finish line in fourth, holding Johnson to fifth.

When the big bore machines came to life for the second round, Staten fired off the line in the lead with Snorteland battling and taking over. With

Breker in third and Jennings running fourth, the pressure was on. On the up-hills Staten was flying, gaining ground on Snorteland. Breker, in hot pursuit, slipped a wheel under Staten and the battle for the win was unbelievable! One and a half bikelengths separated the top three riders. Breker finally made his move and slipped by Snorteland for the lead. Pulling away, Breker was lapping racers all around the course. When the checkered flag waved them home, Breker came home to top honors, Snorteland finished the day with a spectacular 2-2 ride for second place money. Staten took home third place loot and Jennings snagged fourth overall by a hair in the last turn before the checkered flag.

Results

60 NOV: 1. Bobby Headworth (Yam); 2. Sean McFarland (Yam); 3. Eddie Gaumont (Suz).

60 INT: 1. Chris Cole (Suz); 2. Steve Kotajarvi (Yam).

80 BEG: 1. John Dallis (Yam); 2. Jason Davenport (Suz); 3. Steve Skibel (Kaw).

80 NOV: 1. Phil Butler (Yam); 2. Ruben Padilla (Kaw); 3. Randy Gatica (Yam).

80 INT: 1. Dan Hammack (Kaw); 2. Ken Clifton (Suz); 3. Dan Hovis (Yam).

100 BEG: 1. Jason Davenport (Yam); 2. Aaron Wood (Suz).

100 NOV: 1. Gilbert M. Rivera (Suz); 2. Kelly Virchow (Yam).

100 INT: 1. Mark Davenport (Suz); 2. Jerry Anker (Yam).

125 BEG DIV I: 1. Darrin Maddox (Yam); 2. Paul Pontius (Suz); 3. Greg Farris (Yam).

125 BEG DIV II: 1. Brian Hunt (Yam); 2. Ross DeTorre (Yam); 3. Jeff Albrecht (Hon).

125 NOV DIV I: 1. Skip Godinez (Yam); 2. Perry Hildebrand (Yam); 3. K.C. Maddox (Yam).

125 NOV DIV II: 1. Brad Bradley (Yam); 2. Gary Contralto (Suz); 3. Michael Herfle (Yam).

125 INT: 1. Doug O'Donnell (Suz); 2. John Hemme (Suz); 3. Marc Johnson (Suz).

125 PRO: 1. George Holland, III (Suz); 2. Curt McCuiston (Kaw); 3. Roger Hensley (Suz).

250 BEG: 1. Kenny Burt (Yam); 2. Juan Chumaceiro; 3. Gerry G. Hammond (Yam).

250 NOV: 1. Gregg Bayer (Hon); 2. Jeff Scott (Suz); 3. Tony Barbacovi (Yam).

250 INT: 1. Rick Ceele (Yam); 2. John Barnes (Yam); 3. Randy Morales (Yam).

250 PRO: 1. Brian Myerscough (Suz); 2. Pete Snorteland (Yam); 3. Goat Breker (Kaw).

OPEN BEG: 1. Michael Novratil (Mail); 2. Shaun Devlin (Hus); 3. Charlie Spellman (Yam).

OPEN NOV: 1. Bob Browne (Yam); 2. Alan Skiles (Hon); 3. George Baker (Yam).

OPEN INT: 1. Don Glover (Yam); 2. Adam Ford (Hus); 3. Bob Boldt (Hus).

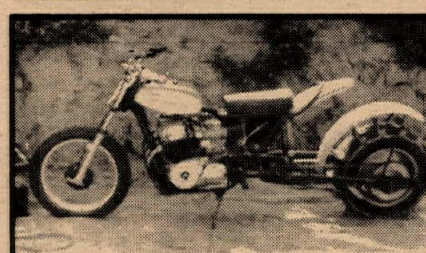
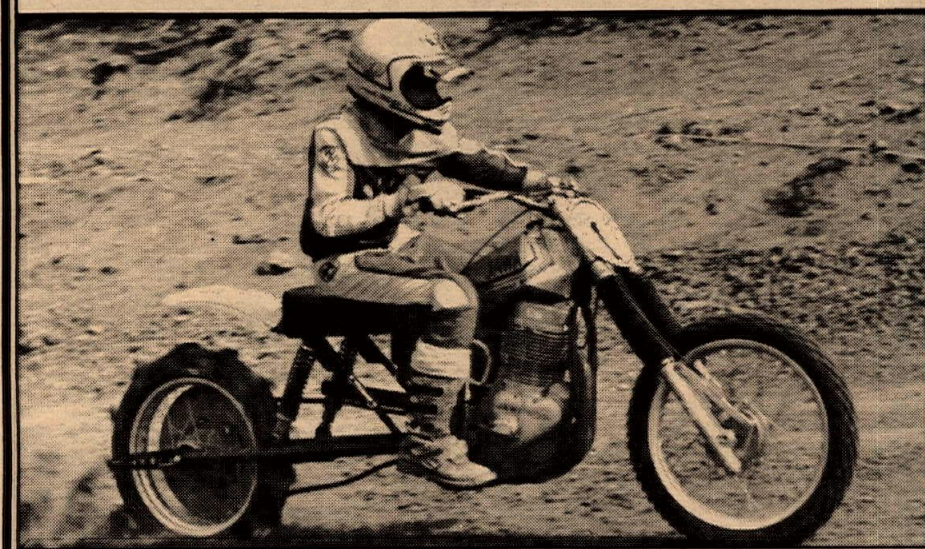
OPEN PRO: 1. Goat Breker (Kaw); 2. Pete Snorteland (Yam); 3. Rex Staten (Suz).

VETS JR: 1. Bob Crandall (Mail); 2. Ray Swanson (Hon); 3. Rich Swanson (Yam).

VETS INT: 1. Alan F. Kent (Yam); 2. Bob Barr (Mail); 3. Bruce Howell (Yam).

VETS EX: 1. Ken Ratzloff (Mail); 2. Bob Hayes (DMG); 3. Dan Moore (Mail).

Cyclorama



(Clockwise from top left) Ron Utaski was the R.A.C.E. GP Open Pro winner. Rick Rodgers took second 125cc Pro. An unusual hillclimber. Brian Peterson, 5, tried the hill. Kerry Peterson won two classes at the SHA/Coors event.

Utaski cools Coors Saddleback GP

By Ron Lawson
ORANGE, CA, APR. 12

The Racing Association of Cycle Enthusiasts, the same club that puts together the highly successful Corona GPs, made their first effort at Saddleback Park last Sunday as one of the events to wind up Cycle-rama week. For the Coors GP they used the same basic format that has worked so well at Corona, 45 minute races over a five mile motocross style course that features almost every kind of terrain imaginable, followed by a 90-minute team race. While track preparation and rider turnout were not up to past standards, the race was still a success with no serious injuries and most riders enjoying the challenging course layout.

The start was dead engine with the rider straddling the front wheel, which didn't bother Don Griewe and his Wheelsmith Maico in the Open Pro class a bit. He pulled a strong holeshot and stretched out a good lead on the first lap. Ron Utaski (Yam) was solidly

in second while Troy Lee (Hus) was several places back after a poor start and a rough first lap. Griewe became the first name on the DNF list when his Maico seized up at the start of his second loop. This put Utaski on top where he stayed throughout the remainder of the race. Lee soon managed to work his way up to second place, but he was unable to reel in the leader and the top positions were set for the next half hour with Tim Batzle (KTM) in third.

David Williams (Mai) was unchallenged on his way to the 250cc Pro win. He was first out of the hole and then on top of every lap. Gary Jones (Kaw), Andy Orescanin (Kaw) and Greg Zitterkopf (Yam) dived for second for several laps. Both Zitterkopf and Orescanin eventually went down, leaving Jones alone in second. Orescanin still wound up with third place while Roger Hayes (Yam) was fourth over Dan Kerr (Mai).

The closest dicing for the number one spot was in the 125cc Pro class where Suzuki-mounted Rick Rodgers held off the advances of Mark Denning (Yam) for most of the race, until finally giving in. Denning took the win with Rodgers second over Warren Bell (Suz).

Kenny Campbell (C-A) put in a strong finish in the 250cc Intermediate class. After pulling the holeshot, he

led every lap all the way to the checkered flag. Steve Bradeny (Suz) was second until 20 minutes into the race when he dropped out. Then it was Tom Duddey, Jr. (Yam) who inherited the spot. Duddey gained slightly on Campbell in the final laps, but they were still spaced safely at the finish. Robert Weaver (Suz) was a solid third.

The story in the 125cc Intermediate race was a disappointing one for Don Sigrist (Suz). Sigrist pulled into the lead and stayed there for four of the six laps, then a flat tire took him out of the running and gave the victory to Darrell Statham (Yam). Ken Jones was second over Tim Gregory.

At the end of the day it was time for some low pressure fun. The team race gives riders a chance to share the credit (or the blame) for the finish with a partner. The pair who shared the most credit was R. Shumate and L. Deley, mounted on a new XR500. They took the overall win over Randy Anderson and Tore Anderson, who also rode a Pro-Link XR500.

Results

MINI BEG: 1. Steve Anderson (Yam); 2. David Kirkpatrick (Yam); 3. Craig Monty (Suz).

100 BEG: 1. Brady Helm (Suz); 2. Steve Helm (Suz).

125 BEG: 1. Patrick Murphy (Kaw); 2. Joe Clausi (Kaw); 3. Marty Styliano (Yam).

125 NOV: 1. Con Berner (Yam); 2. Brad Fay (Hon); 3. Danny Thomas (Yam).

125 INT: 1. Darrell Statham (Yam); 2. Ken Jones; 3. Tim Gregory (Suz).

125 PRO: 1. Mark Denning (OCC); 2. Rick Rodgers (Suz); 3. Warren Bell (Suz).

250 BEG: 1. Todd Cunningham (Hon); 2. Ralph Ruddock (Yam); 3. Dave Kerr (Yam).

250 NOV: 1. Tom Dalen (Yam); 2. Tanner Gill (Yam); 3. Paul Ellis (Yam).

250 INT: 1. Ken Campbell (C-A); 2. Tom Duddey (Yam); 3. Robert Weaver (Suz).

250 PRO: 1. David Williams (Mai); 2. Gary Jones (Kaw); 3. Andy Orescanin (Kaw).

OPEN BEG: 1. Myron White (Hus); 2. Jeff Smith (Yam); 3. James Clark (Suz).

OPEN NOV: 1. Jon Miller (Mai); 2. Scott McManus (Yam); 3. Guy Kibbe (Yam).

OPEN INT: 1. Randy Anderson (Hon); 2. Rod Drury (Yam).

OPEN PRO: 1. Ron Utaski (Yam); 2. Troy Lee (Hus); 3. Tim Batzle (KTM).

125 INT VETS: 1. Wayne Hardcastle (Suz); 2. Jeff Buramier (Suz); 3. Dan Olson (Yam).

250 BEG VET: 1. Dan Hundley (Yam); 2. Fritz Tomasello (Hon).

250 EX VETS: 1. Ben Dover Tolmie (Suz); 2. Hoyt Statham (Hus); 3. Capt. Zoom (KTM).

Peterson tops SHA/Coors hillclimb

By Todd Michaels
Photos by Jim Koopman

ORANGE, CA, APR. 12

The Matterhorn was relatively smooth and very fast on Sunday, April 12. More than 70 entries were ready to try their luck at the SHA/Coors Hillclimb, sponsored by Saddleback Hillclimbers' Association and Coors Distributing Company. All of the "old timers" were sure they could make it over the top. Most of the "first timers" were sure they were in over their heads.

"I've faced meaner looking hills," said Ron Senn, 47, of Amboy, IL. He later admitted that most of the hills he had faced back east were about 100 feet long. The run up the Matterhorn was 450 feet. And who, at least of those who know the 'Horn, would take a first look so much for granted?

Usually when there is only a single rider in a class sponsors will not allow a run. Today was different. The Mini class had only one competitor and officials decided that the first timer on the 50cc Suzuki should be given a try. Brian Peterson, 5, was initiated to hill-climbing, and passed with flying colors. He couldn't see the top of the hill, so maybe that's one reason the 'Horn couldn't psych him out. He got fire in the engine and powered up to a most respectable 121 feet, higher than some of the bigger bikes and their older riders.

The Stock 91-175cc bikers did better. Taking top honors in that class was Ray Simmons on a Honda. Simmons set high mark at 370 feet.

The first rider over the top was Ron Powell on a 250 Suzuki. His time was 11.25 seconds, good enough for a win in the class. Powell, a three time president of SHA and an old hand at climbing the 'Horn, said, "This is my hill. We have an understanding."

Another man who seems to have an understanding with the hill is Kerry Peterson. Peterson not only made it over the top, he did it in less time than any other rider, and he did it twice. He rode in two of the three exhibition classes and won both of them. The fastest time of the day was set in the 386-600cc Exhibition class when Peterson took his highly modified Jawa (speedway bike) over the crest in 7.60 seconds. The second fastest time was set on his 800cc Triumph, 7.75 seconds, in the Open Exhibition class.

Fastest time in the Stock classes went to Dave Gestoso on a 465cc Yamaha. His time was a speedy 9.02 seconds, good for the win in his class.

Fastest time in the Modified class went to Big John Bjorkman on his specially designed 1500cc Harley. Big

John clocked an amazing 7.82 seconds in the Open Modified class. He took the same bike into the Open Exhibition class bikes and scored a 7.83. Most of the Open Exhibition class bikes were burning a nitro mixture for added power and speed, but Bjorkman set his mark burning gasoline.

Two other riders finished the climb with times of under eight seconds. Bob Day, Jr. set a time of 7.89 on his 750cc Triumph in the Open Exhibition class and Steve Stith, on an 803cc Triumph, score 7.95 in the same class.

Honors for the day went, in most part, to the local, more experienced riders. Some fairly new competitors made their marks, but none of the out-of-staters scored. Knowing that this is usually the case, why would someone drive hundreds, even thousands, of miles to enter a hillclimb? Even if the rider won, his prize was a trophy, except in the Exhibition class. And, even the top winner in the Open Exhibition class would claim less than \$100.

"We always wanted to go some place to a hillclimb," said Ron Senn. "When we read about this one, we decided to take our vacations and come on out." Senn, his sons Robin and Kelly, and friends David Hicks and Don Noble, loaded their bikes and left Illinois (in a rain storm) at noon on Thursday. "We were here by 9 a.m. Saturday, your time," said Senn. "It's been a great climb and we are having a ball. Besides, tomorrow is my 47th birthday and the boys decided I should spend it in Las Vegas."

"It's a pleasure to ride on good clean dirt instead of rocks and boulders," said Vince Thomas of Peoria, AZ. This is his second trip out for the SHR/Coors Matterhorn Climb. "The only decent hill we had was closed by the BLM (Boo) 10 or 12 years ago."

"Why? Just for the fun of it," said Dale Wadlow of Phoenix. "This is a fun climb and it's a chance to test our equipment before the Widowmaker later this month."

The locals have as many reasons for driving to Saddleback Park for this climb. They range from Powell's "it's my hill" to comments by riders from El Cajon, Hemet, Riverside, Los Angeles: "It's a great hill, you never know what to expect and it is always different."

This is the third year that Saddleback Hillclimbers Association and Coors have joined forces to put on this Matterhorn Hillclimb. The fame is spreading. The hill is not the biggest used for competition, but it is becoming known as the most fun. It has its own challenge, a challenge that hillclimbers from all over are ready, willing and able to accept.

There is a ring of pride in a man's voice when he can tell friends that he has topped the Matterhorn. He knows he has done well and that he can return to an all new challenge the next time he faces the 'Horn. It was different at the end of the climb than at the first, it will be different tomorrow, next week, next year. Saddleback's Matterhorn is always challenging, always changing, always fun.

Results

MINI CLASS: 1. Brian Peterson (Suz).
91-175 STOCK: 1. Ray Simmons (Hon); 2. Art Tower (Yam).
176-250 STOCK: 1. Ron Powell (Suz).
251-400 STOCK: 1. Ray Simmons (Suz); 2. Ron Powell (Suz).
401-OPEN STOCK: 1. David Gestoso (Yam); 2. Bruce Kunzler (Tri).
201-385 MOD: 1. Elden Peterson (Yam).
386-600 MOD: 1. Elden Peterson (Yam); 2. Ken Morgan (Yam); 3. David Gestoso (Yam).
601-OPEN MOD: 1. John Bjorkman (H-D); 2. Ron Powell (Tri).
0-385 EXHIBITION: 1. Clyde Peterson, Jr. (Jaw).
386-300 EXHIBITION: 1. Kerry Peterson (Jaw); 2. Bob Day, Jr. (Yam); 3. Clyde Peterson, Jr. (Yam).
OPEN EXHIBITION: 1. Kerry Peterson (Tri); 2. John Bjorkman (H-D); 3. Bob Day, Jr. (Tri).



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Dallas County Cycle Park, Dallas, TX, June 15-19

Kingfisher Raceway, Kingfisher, OK, June 15-19
Midway MX, Bedford, IN, June 22-26
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Honda Hills, Jacksontown, OH, July 6-10
Effingham, IL, July 6-10
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Mulke ORV Park, McMinnville, OR, Aug. 10-14
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Thurston County ORV, McCleary, WA, Aug. 17-21
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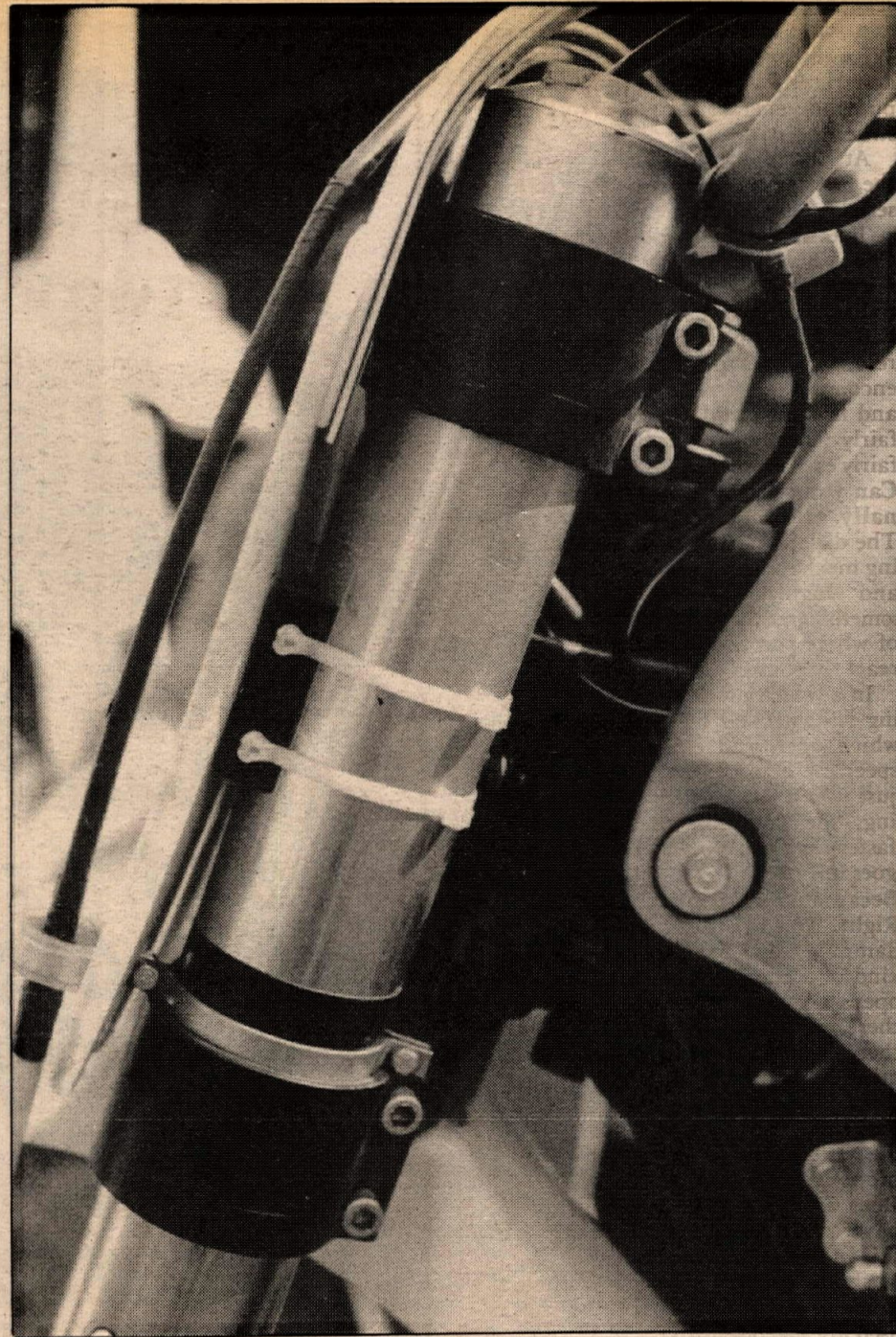
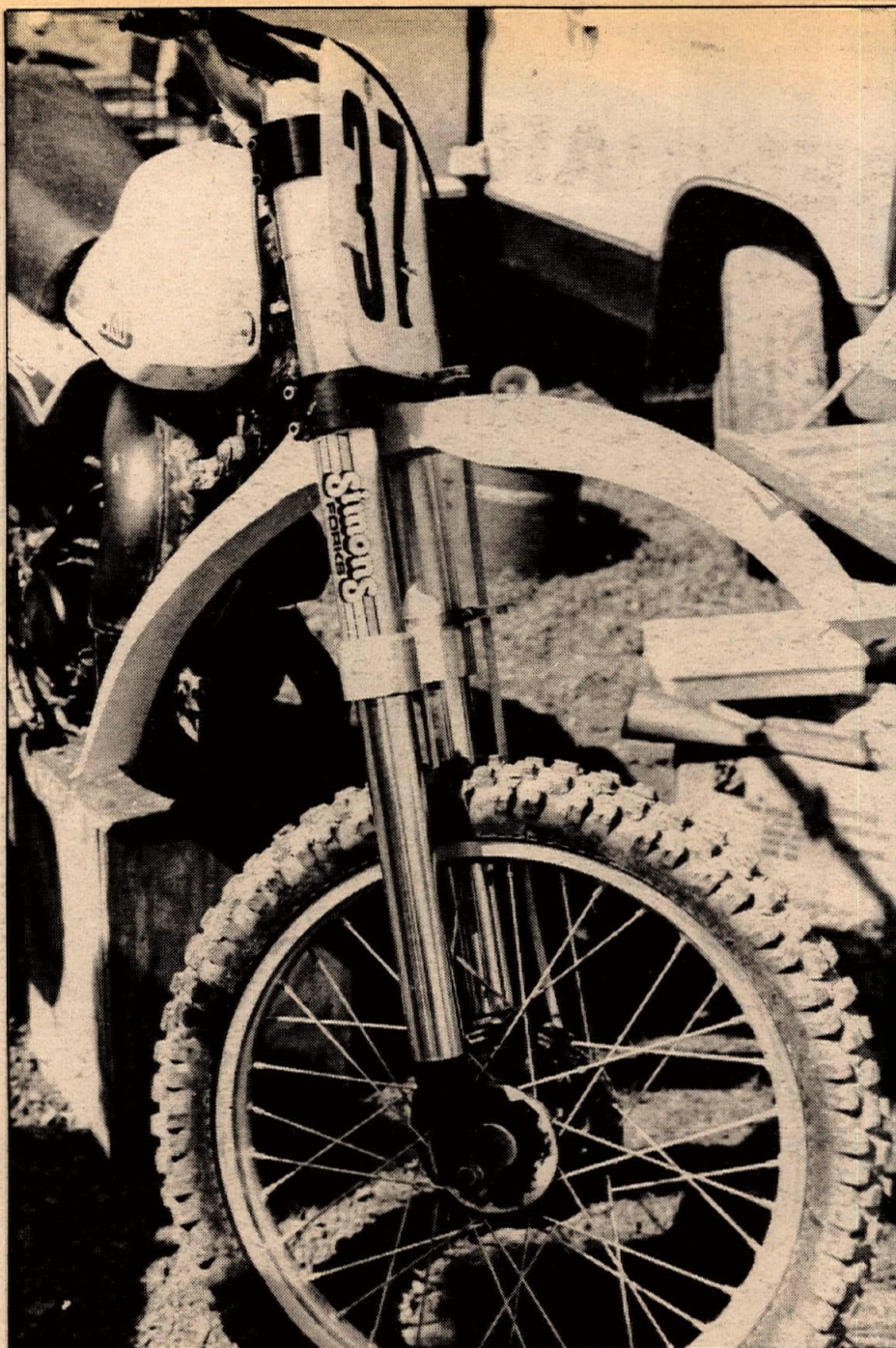
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(Left) The latest from S.W. Simons, Inc. adorns Steve Martin's LOP Suzuki. (Right) Special triple clamps are used to hold each massive (about 60mm) leg.

Turning the world of front suspension upside down

By Mark Kariya

Like the world of designer jeans, motocross suspension for the past couple of years seems to have focused on the hind end. Yamaha started the present one-shock ball rolling with their Monocross suspension and the last two years have seen the public unveiling of the Uni-Trak, Pro-Link and Full-Floater systems. Several European marques, of course, are currently developing their own single-shock rear suspension designs.

At the other end of the motorcycle, fork design seemingly stagnated. Other than increasing travel and the diameter of the fork legs themselves, they didn't really seem to change much. Granted, there was that strange contraption hooked to the front of Roger DeCoster's works Suzuki late in '79, but where is it now?

Enter S.W. Simons, Inc., or Steve Simons to be precise. His Simons forks were, and are, world renowned for being works bike-like in their action.

However, as he began to see where current fork development was headed, Simons began looking for what he knew had to be a better answer. The goals he had in mind as he set the mental gears spinning were: 1) reducing the overall weight of the forks to aid steering and handling, 2) reducing unsprung weight to improve suspension characteristics, 3) reducing friction to a minimum both at rest and under high side loads, 4) keeping fork overhang (the portion of the fork that hangs below the axle) to a minimum to reduce berm and rut drag, 5) increasing fork tube overlap to increase rigidity and reduce susceptibility to high side loads, 6) increasing rigidity to make steering more precise, 7) incorporating low, medium and high speed damping that would be independently adjustable under both compression and rebound phases.

Individually, any of the goals would be fairly easy to achieve. Collectively, however, they presented seemingly conflicting targets, especially when attempting to

apply them to current fork design. Clearly, a completely different design and re-think was necessary in order to meet all the goals.

What Simons finally came up with made its public debut at the Florida Winter-AMA Series in January on Chuck Sun's Honda — upside down forks. At least, they looked upside down compared to "regular" forks. Set inside special triple clamps were huge "sliders" sans any provision for axle mounting. Fork tubes, what you'd normally expect to see fixed inside the triple clamps, hung below the sliders with the front axle fixed below that.

Simons claims that there is better utilization of materials with this design, meaning the strongest piece of material is used where there is the highest load. In addition, less material is needed due to the design as both the upper and lower tubes are 100% functional. Their entire lengths are used either for overlap or travel whereas in a conventional design, there are up to 12 inches of steel fork tube on each leg between and above the triple clamps which go unused in the shock absorption process.

According to Simons, rigidity is more than doubled and weight is cut by approximately four pounds when comparing his new forks to those of conventional design. Fork overhang is completely eliminated, too, which he feels is a substantial benefit.

Overlap is increased 15-20% over standard forks to help increase rigidity and reduce friction under high side loading. Use of low friction seals and hard chrome to Teflon bearing surfaces also keep friction to a minimum.

Damping in the forks is controlled by a six-way adjustable, velocity sensitive damping unit that Simons says is easily tuned and serviced. What it boils down to, basically, is that all of Simons' goals have apparently been met in bringing exotic works bike quality forks to the consumer.

I guess the first question would be how and when did you come up with this idea?

Well, I started thinking about it in 1977. It's not a totally unique idea;

there're other vehicles around with a similar type of strut, airplanes and mopeds are similar and there have been other motorcycles built like this. It occurred to me that we could get

a better rigidity-to-weight ratio using the larger diameter up at the triple clamps. I never wrote anything down, but I thought about it a lot, before 1977. Actually, I was persuaded by

Cliff White (a factory Honda mechanic) to think about it some more. And then one night, an idea suddenly came to me. I drew a fork up, made a mock-up model, tested it on a Suzuki and it

seemed to work all right.

At that point, we had a few flaws. We went to a little more sophisticated design technique, and we used a computer to generate the shape of all our structural parts.

At that point, nobody had ridden the forks except for myself. We started serious test riding in February of 1980.

The first guy to ride the forks was Chuck Sun in February (1980) and he felt that there was quite a bit of potential in the forks but at that time we had a few problems that needed to be resolved. The type of problems that we encountered were mainly damping and friction problems, but they were fairly minor in nature and they were fairly easily resolved.

Can you tell me how it differs internally, or is that still pretty secret?

The difference is that we use a damping mechanism which is speed sensitive and highly tunable. If you hit something at the same speed, regardless of where you are in the travel, it will react the same.

In a velocity sensitive system, damping is controlled by a series of valves which open and close depending on speed. When you have a system that just uses a single orifice with no valving, the damping rises quite a bit faster than you would like as the speed goes up.

Because it's a fixed size?

Right. Now in order to get the proper damping curve, you have to have some kind of a control valve and that valve opens as the pressure increases. Now there's a million ways to do this and there're some that are better than others, but I think the most important thing here is that if you don't have the shape of your damping curve right, the system really isn't going to work properly.

Does anybody else in the industry have speed sensitive damping like this in their forks or shocks?

In shock absorbers, it's very common. I would say that 90% of the shocks used are speed sensitive.

What is the problem in bringing speed sensitive damping to forks, and why hasn't anybody done it before? It's more complex, expensive, difficult to make lightweight and more sensitive to dirt.

What do the forks weigh?

Well, right now the forks weigh in the neighborhood of seven pounds per leg. That compares pretty favorably with a regular Simons fork, doesn't it?

It compares to about nine pounds per leg. Now the one thing that I do have to say here is that we haven't finalized our oil volume, and that will change the weight. The reason for that is because we're increasing our compression damping now and we're able to reduce the quantity of oil considerably.

Who has assisted you in developing the forks?

In a broad sense, Honda has. Their race department head okayed the tests and the racing. As far as riders go, Chuck Sun has given us valuable input and has been the real workhorse in the development. Most of the Honda factory riders have at least ridden the forks.

Roger DeCoster was at two tests and provided some valuable input. With his experience, expertise and most importantly, his ability to blend engineering and riding, a nod from him means you really have something.

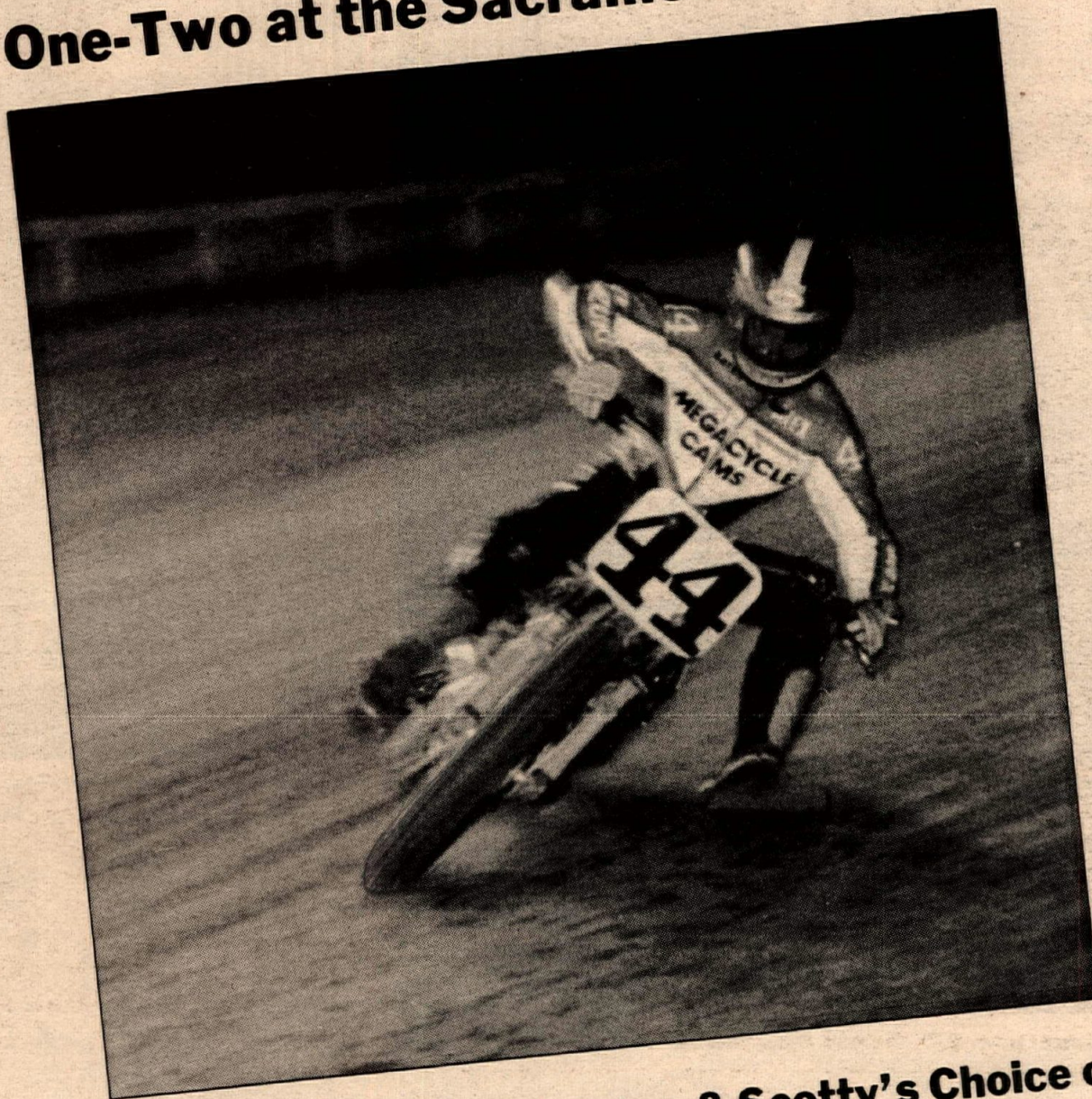
Did you get the nod?

I think so. Two tests don't prove everything, but we did very well. We have had a lot of help from Cliff White and Eric Crippa (another Team Honda mechanic) in practical mechanical design. These guys are professionals and have a good feeling for what's going to work.

Bruce Burness (of Ohlins) has saved us a lot of time in already knowing the

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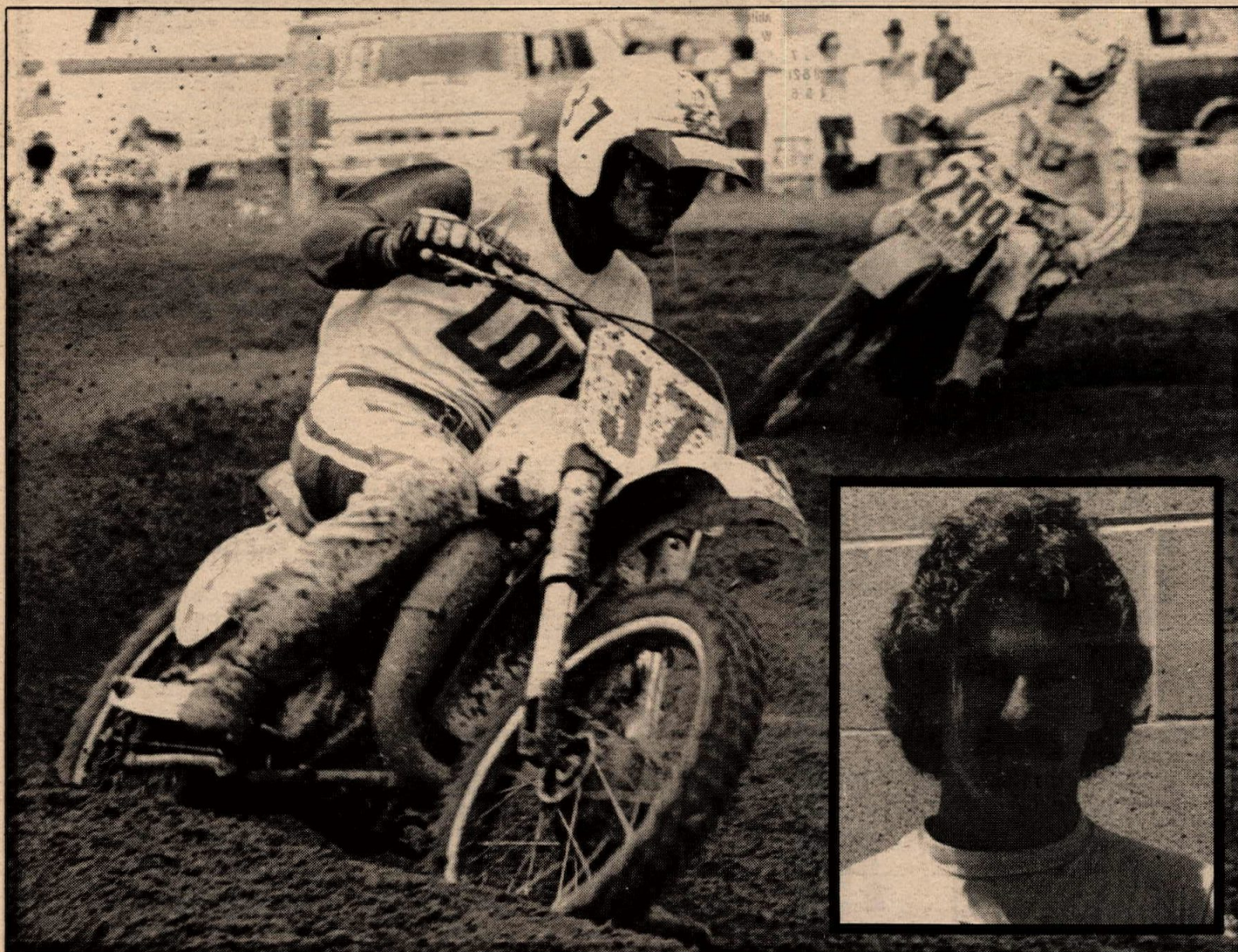
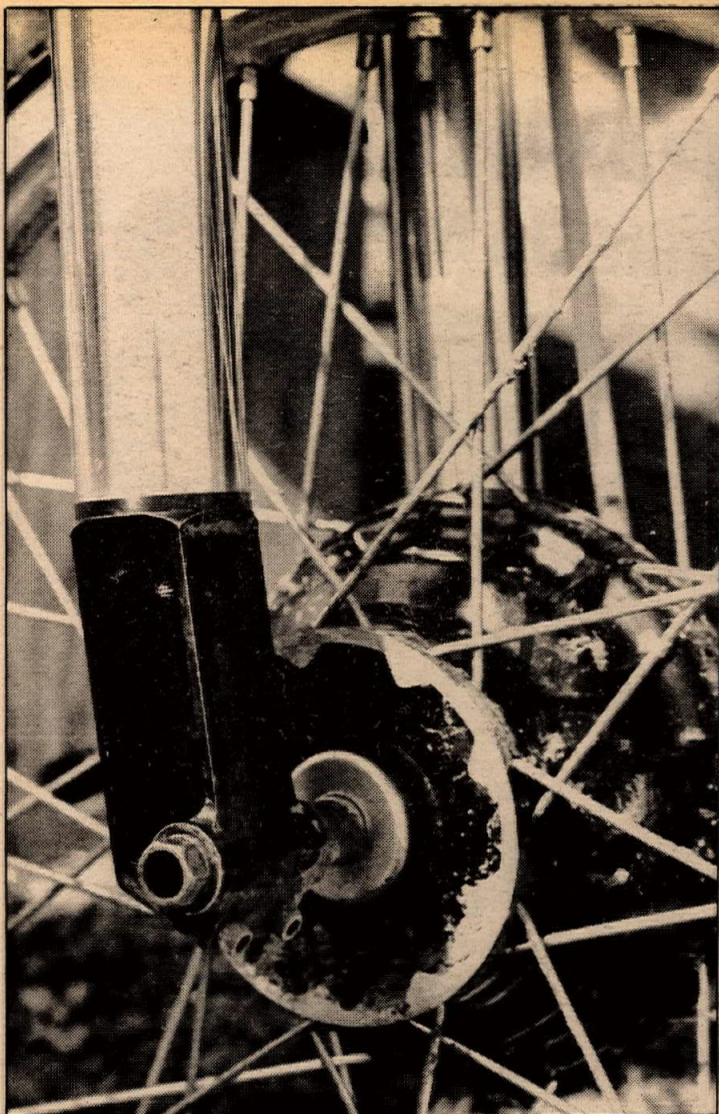
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(Top left) There is no fork overhang, a plus in deep grooves. Steve Martin (top right and above) is currently using the forks in 250cc Nationals. He's found them to be flex-free, better in turns and able to "soak up everything." (Inset) Steve Simons, the man behind the design.

answers to problems that we were faced with. Consulting work that he's done for us has been very helpful. He is probably the best suspension man in the motorcycle industry.

I really owe Chuck a lot for helping me out. He feels it's been worth it because it could be the difference between winning and losing. That's the way to explain it.

One phenomenon we run into with these is the fact that the geometry that we've come up with actually makes the bike steer easier. And that's something that every rider has noticed, has to do with the weight and the way we built the forks.

When the rider goes and does testing, I think in every case they noticed that when they are in a turn, they think it's

easier to change your line once you're in a turn.

If your oil carried in the upper part of the forks or the lower part?

It's more carried in the center of the forks, it's where the damping is done. The damping is done more in the center.

Do you run any air pressure at all with these?

No. We rely only on atmospheric pressure and compression to give us some of our spring rate.

With all forks nowadays, at least for dirt bikes, it seems to be popular to have the axle mounted in front of the fork leg and if you draw a straight line through the center of your forks, the axle is now just slightly forward. Is there any reason why you chose not to go any more forward from that center line than you did? Well, since the forks are bigger, they have to be further forward for more tank clearance, so that's about as far forward as we could go.

That doesn't really hinder the feel or the steering or anything?

Actually the geometry as far as the rake and trail is unchanged. In other words, the axle is still in the same location, or very close to the same location as the stock bike.

Oh I see, if you drew a line from, say, the center of the steering head... To the center line of the axle, you'd find the geometry was the same as with a conventional leading axle fork. Unless we have a good reason, we don't alter or change the geometry of the motorcycle because today the motorcycles are built pretty well and in most cases, if you alter the geometry, you'd probably be doing the consumer a disservice.

How much travel do you get with these forks?

Well they can be built for virtually any travel you want, but right now we're sticking with 12 inches.

Do you think there would be advantages to using this design in, say, a road racing application as well as on the other end of the spectrum — for motocross or desert?

Well I'd say this, that the rigidity-to-weight ratio with this fork and the precise steering is applicable to any type of fork, whether it be road racing, flat track or motocross. At this point I can't see any difference, really. Actually, there are different requirements for each type of fork, but the basics are the same.

Have you been approached by different manufacturers who want to study this and make it on their own?

We have been approached by several manufacturers and they are interested first of all in buying them from us as an OEM supplier and then second of all in being licensed to make them.

Are you gonna do that?

We're considering it right now; we haven't made any agreements whatsoever, but we are considering it. Just as long as it would be beneficial to everybody.

Is there a trick name or something to them yet?

At this point we haven't got a name for them.

Steve Martin is currently campaigning an LOP Suzuki with the unusual looking forks in the 250cc Nationals. According to Martin, "They work really good. I've rode stock and I've put those (new Simons forks) on and they work much better. You've got less unsprung weight and they seem to corner better. I seem to be able to corner better with them and they're just so sturdy, you don't have any flex or anything. They don't stick at all; they work really smooth. They soak up everything."

Simons plans to have the forks available late this summer for late model Honda, Suzuki and Yamaha motocrossers and, yes, they will be more expensive than his current high dollar forks, though a price has not yet been established. During the first several months, Simons states that the units will be machined from solid billet in limited quantities and in his words, "They'll be really beautiful."

TEN YEARS AGO

Australian Kel Carruthers became the first foreigner to win an AMA National road race, as he rode a Don Vesco-prepared 350 Yamaha to win the 125-mile National at Road Atlanta. Harley-Davidson-mounted Cal Rayborn led early but Carruthers got by well before the halfway point. When Rayborn later dropped out of the race, Dick Mann took over second on a BSA Rocket 3. Carruthers and Rayborn had met earlier in the 250cc Junior/Expert race, and they finished 1-2 with the Aussie getting the nod. The Novice/Junior event went to a young dirt tracker from northern California, Ken-ny Roberts. In the AMA Grand National Championship Series point standings, Mann's second place gave him the points lead over Jim Odom, 257-223.

A Spring-AMA Series motocross was held at Road Atlanta in conjunction with the road races. Barry Higgins (Oss) bested Gary Bailey (Bul) in the 250cc class, and Barry Blalock (Suz) won the Open contest.

Three bills appeared in the California State Legislature dealing with registrations to fund motorcycle parks. Two carried other restrictions that were unacceptable, so lobbyist Russ Sanford urged support of AB 2342. That bill, authorized by Assemblyman Gene Chappie, was the groundwork for the modern Green Sticker system in California.

The first-ever motorcycle event at Corona (CA) Raceway saw Steve Mudd taking the 250cc Expert win in the short track portion of the short track/TT program. The race had to be halted early due to a curfew, but future events, including an AMA National half mile, were still scheduled.

Ricky Lloyd topped the 125cc and Open Expert classes in a motocross in Cuero, TX, and took a second behind Dave Fowler in the 250cc ranks.

Bill Clements (Hus) smoked the 250 and 500cc Expert classes — both loaded with talent — at an American Motocross Team benefit race at Indian Dunes. Gary Jones, Tom Rapp and Doug Grant finished behind Clements in quarter-liter action, and Mark Blackwell, Jones and Ron Nelson did likewise in the big bore race. Jim Lunde and John Rice finished 1-2 in the 125cc Experts.

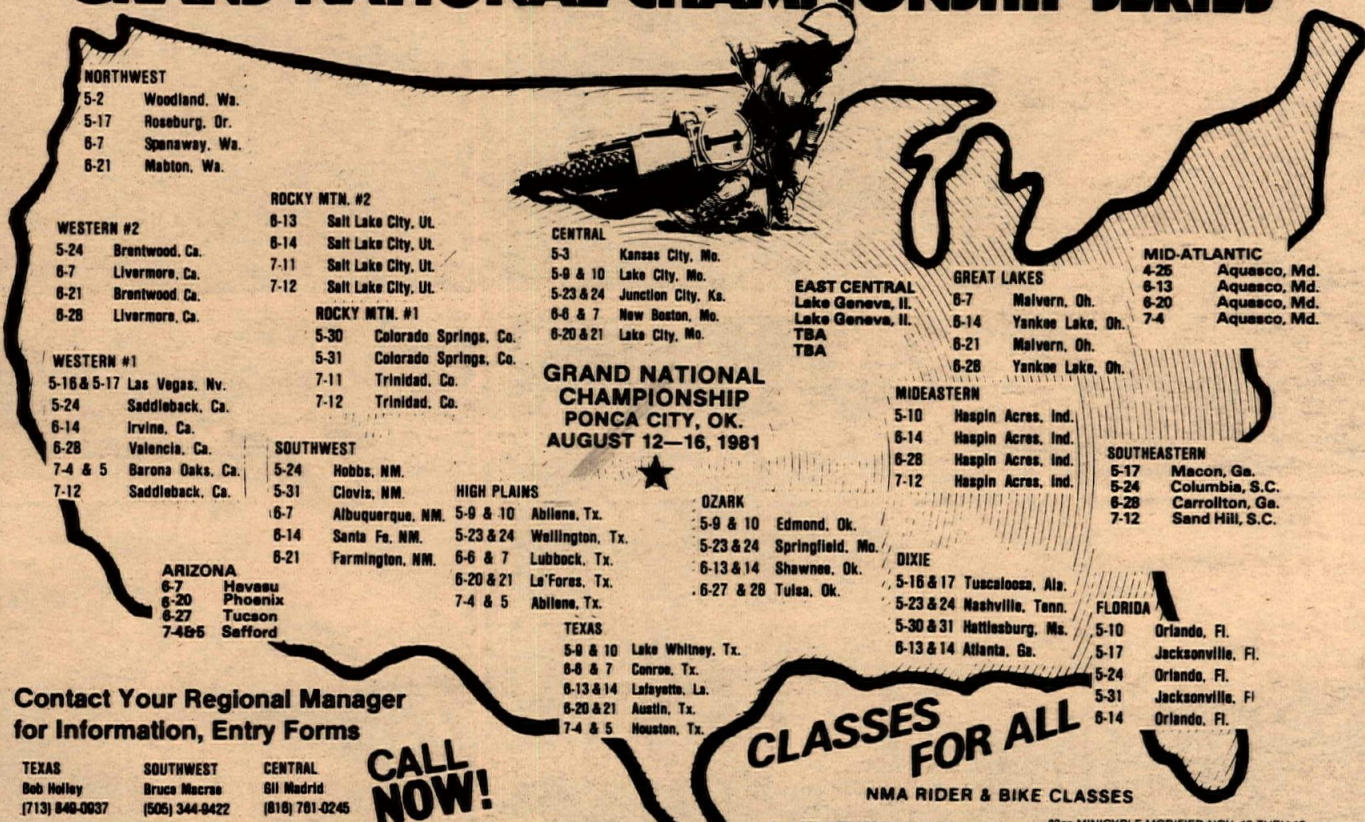
Bultaco riders Joe Henry, Bob Scally and Mike O'Brien finished 1-2-3 in the main event of an AMA short track at Sacramento, CA.

A long-awaited showdown in Lehi, UT, saw the "big four" of Utah motocross racing going at it in the Open Expert class. Bob Brown, Frank Myers, Preston Gerber and Don Fuller comprised the group, and in the race, Brown emerged the victor.

Readers searching through the Want Ads section for a bargain came across this little jewel: "QUACK! QUACK! Wallis Weatherwax — Desert Ducks, wears racing feathers! Quack!" Could that have been the handywork of Louis McKee, or one of his cohorts?

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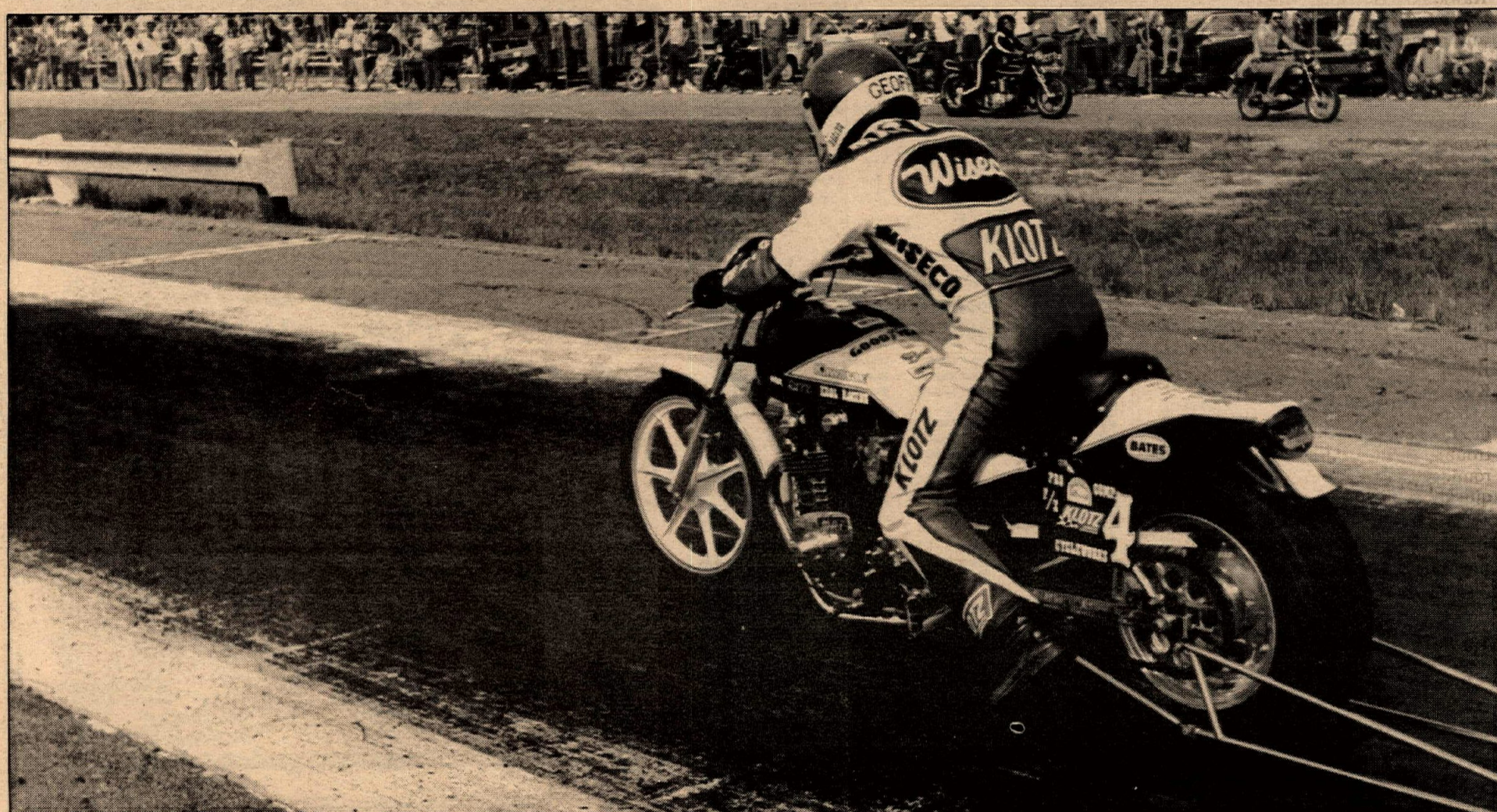
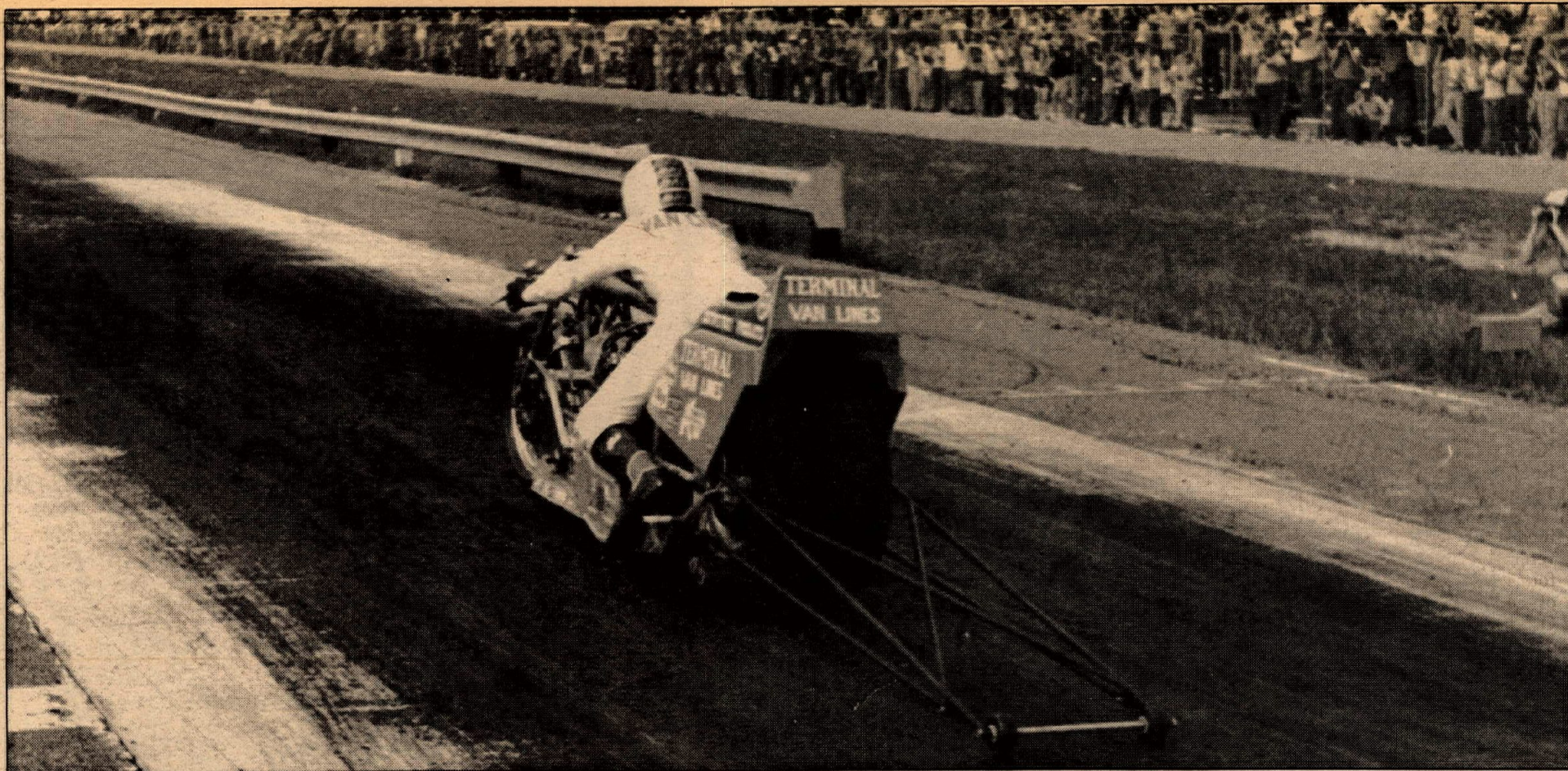
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(Top) It was business as usual for Bo O'Brochta as he popped the Terminal Van Lines Kawasaki out of the chute with three runs at 7.92, 7.76 and 7.74 respectively to win the sparsely contested Top Fuel class. (Above) Wiseco-sponsored Geoff Masters, also Kawasaki-mounted, burned his way to the top of the Pro Comp Eliminator event.

O'Brochta, Keyte rule IDBA Spring Nationals

By Tom Pitts

GULFPORT, MS, APR. 11-12

The 5th Annual International Drag Bike Association Spring Nationals entertained a near capacity crowd at Gulfport International Dragway as Bo O'Brochta and Mike Keyte locked up wins in Top fuel and Pro Stock, respectively.

The Top Fuel entry was very small. IDBA director Tony Lee

said "Some racers just didn't get their equipment ready in time. Economic reasons are a big factor. A bad year in the win/loss or DNF column can put you right out of business."

Top Fuel Champion and 1981 Number One plate holder Bo O'Brochta said, "It costs at least \$300 a pass and that's if nothing breaks on the bike—that doesn't include travel expenses, meals, salaries, tools, equipment, etc." O'Brochta gained a big early lead in points and bucks as he qualified number 1, and won the class. The Terminal Van Lines inverted 1000 Kawasaki ripped off three runs—7.92, 7.76 and a 7.74 seconds in the final.

Top Fueler Chris Hand and the Red Neck Express debuted a new 1000 Kawasaki. Chris smoked a tire in the final against O'Brochta for the

loss, but seemed very pleased about his new bike. The Hand-Hickman sponsored fueler said, "Better parts availability and overall performance of the Kawasaki," were reasons for switching. Top Fuel also offered a new talent in Dennis Sargent who also had a new Kawasaki 1000.

Pro Stock Eliminator saw a new ET and mph record set by two different racers plus new talent, and several new bikes including a two-stroke Pro Stocker. Another surprise was the no-show of class champ Terry Vance. Bob Carpenter chose not to attend also.

The field was of good size with

rookie Pro Stocker Barry Kogut making the final four his first time out. Kogut, sponsored by Regency Kawasaki of Jacksonville, Florida qualified eighth and went on to compete against "Superbike Mike" Keyte. Kogut ran a strong 9.10 second, 145.16 mph which would have won many a semi-final, but Keyte ripped a winning IDBA ET record 8.80/150.50 mph. The Murdock Racing Enterprises and MTC sponsored Keyte showed computer consistency turning in five consecutive passes within a tenth of a second of each other 8.90, 8.83, 8.80, 8.80 and a 8.85/150.50 pass in the final to defeat the top qualifier and former Pro Stock Champ Sid Pogue.

MTC sponsored Pogue had a new Kawasaki GPz 1000 and put it in the final against Keyte's Kawasaki 1000. Pogue had also turned in a strong elapsed times and new IDBA top speed record of 151.51 mph in defeating veteran Ralph Pitlock. Pogue ran off a four runs within one-tenth of a second of each other. He set down Hamp Osborn with an 8.89/149.99 run to gain a ride to the final the first time out on his new Kawasaki.

There was one very interesting machine in Pro Stock. David Shultz, last year's IDBA Sportsman Rider of the Year pushed his two-stroke Kawasaki H2 triple, vintage 1972, to third fastest qualifier behind Pogue and Keyte. He lost in the first round of eliminations, but received the IDBA Trick Engineering Award for the meet.

Funny Bike Eliminator pitted three veteran pro racers -- Mike Bruso, Ken Blackburn and Terry Kizer -- and one newcomer -- Vince Santangelo -- in the semis. Santangelo qualified second and went to one semi to face Blackburn, sponsored by MTC and Mr. Turbo. Santangelo turned a 9.13/152.02 losing to Blackburn's 8.80/150.58. Blackburn was to face the winner of the other semi between Power Enterprises sponsored Mike Bruso and MTC sponsored Terry Kizer.

Kizer, the top qualifier drew a bye in the first round and encountered trouble in his transmission. Between rounds, the MTC crew worked very quickly replacing the transmission in about 30 minutes. Bruso broke first gear during a burn out against Kizer and tried to run with second gear. Kizer won the semi as Bruso red-lighted for the loss.

Kizer, on the MTC Kawasaki, breezed to a win over Blackburn as he red-lighted in the final.

Bruso turned in a record breaking 185 mph pass on Saturday, but couldn't back it up to put it in the record books.

In Pro Comp Eliminator Wiseco Sponsored Geoff Masters put his Kawasaki into the winner's slot by defeating Kawasaki rider Wayne Buckler. Masters turned a 8.98/145.63 to Buckler's 9.86/136.98.

New faces in Pro Comp included Kawasaki riders Joe Waldrip and Danny Hardeman. The pair made the semis. In the Modified Sportsman class Star cycles/Sure-Fire Distributing sponsored George Bryce lost to Gast by Gast sponsored Paul Gast when he red-lighted in the final. Bryce ripped off a 8.91/155.17 in losing to Gast's 9.69/137.61.

Bryce blistered the sportsman class with a pass of 8.85/155.17 on his Double A Altered turbo powered Kawasaki.

Roger Landers took the Stock Sportsman win by pushing his Suzuki GS 1000 to an ET of 10.21 He defeated Suzuki rider Mike Phillips.

Kawasaki rider Dwayne Carlop topped fellow Kawasaki rider Tony Smith in the Sportsman ET final.

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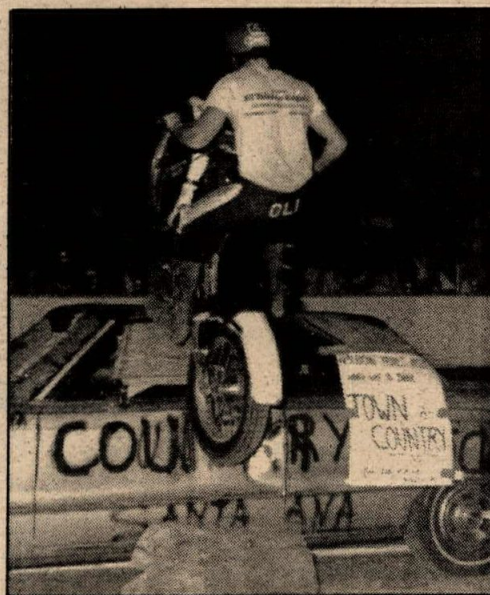
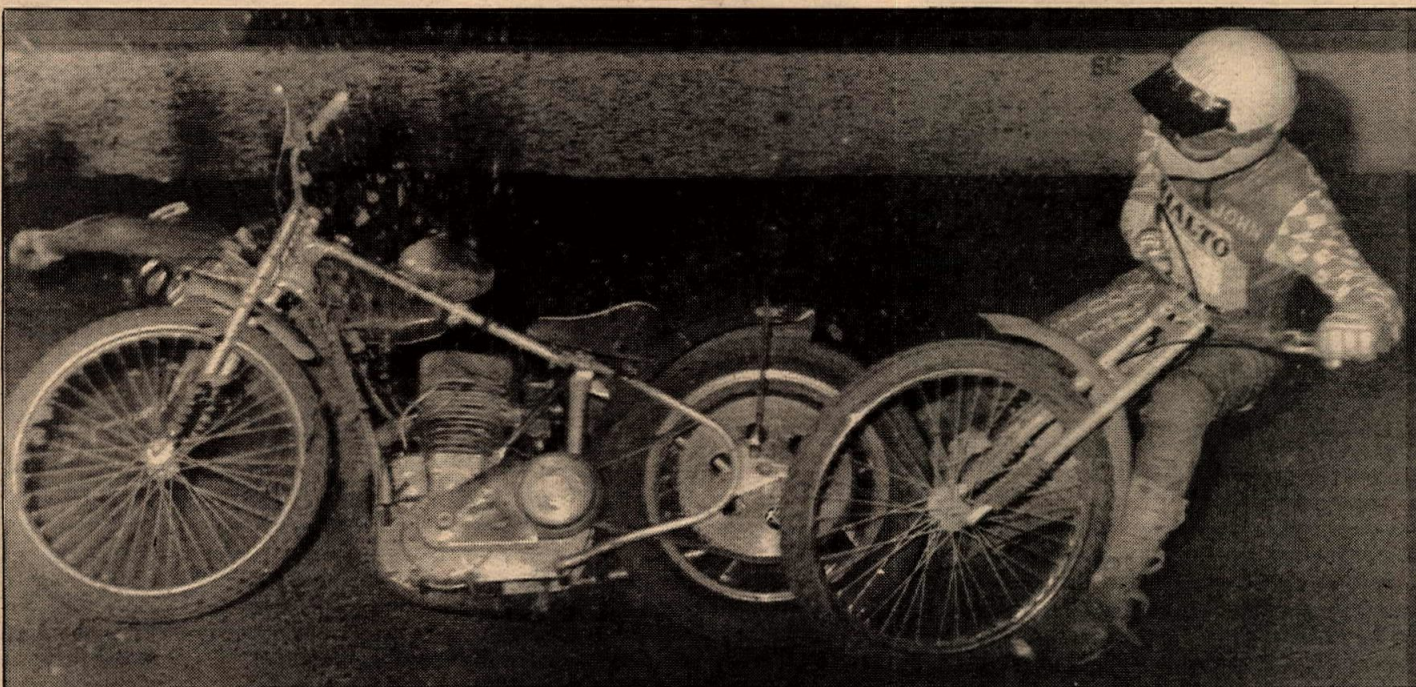
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SPEEDWAY WEEK



John Sandona encounters a road block (top). (Above, left to right) Rob Pfetzing styled his way to the Second Division win. Sterling Cogar stepped into the winner's circle. Oli Thordarson was part of the trials exhibition at Costa Mesa.

Bast and Cogar cream Costa Mesa

By Ken Kellogg

COSTA MESA, CA, APR. 17

With a cold winter chill and a slight sprinkle in the air, the true blue speedway fans endured it all to see these modern gladiators do combat and as usual, the stands were full as the fans were ready.

In the third scratch heat, Mike Muntean showed flashes of brilliance as he outrode Dave Sims, Bobby McClain and Dave DeTemple. DeTemple made Muntean work for every inch of track and at one point, for a brief moment, DeTemple moved past Muntean. Mike refused to lose, being that close to the finish line. He recaptured the lead and thus the win.

To almost no one's surprise, Mike Bast led almost all of the very next race. Well, someone forgot to tell John Sandona that Bast almost always wins scratch races. Bast took the gate with Sandona, Leni Fass and Jeff Tomlin right behind. In the first straightaway, Bast opened up the lead and just began to count down the laps to go to the finish.

But like a rocket out of the pack, Sandona flew up to less than a bike length behind Bast who responded by opening it up and taking every bit of power that the machine is capable of giving.

Well, if Bast can do it, Sandona thought he could do it too, and he nearly did. However, Bast is all Pro

and he thrives on competition like this. At the tape it was Bast with the win, Sandona having to settle for second, Faas third and Tomlin fourth.

In the first scratch semi, Dave DeTemple took the start with Sandona and Dubb Ferrell right behind. Ferrell took to the outside to try to overtake DeTemple but it didn't work so Ferrell went back to the inside giving him the lead on lap two. DeTemple can make a bike fly, too, and in an instant, recaptured the lead. Ferrell settled for second with a ride that in another race would have been the win.

In the Third Division main former Junior Speedway great David Hancock took the win and made Third Division look more like a Second Division race as he won the race from the very start. Second was Rick Miller with Andy Northrup third.

Robert Pfetzing has all the qualities of a speedway superstar. In only his third week of speedway, he has won two main events. Riding from the 30-yard line in the Second Division main, Pfetzing went out first and was never challenged. Next week look for #302 a little further back and during the season, if he continues the way he is going, possibly in First Division. Second was Mike Baeder and third went to 20-yard line rider Jeff Havacko.

The handicap main saw Sterling Cogar jump out front and manage to hold off constant challenges from Phil Gagnon. Gagnon closed the gap that Cogar got every lap. On the last lap, Lance King went down and so did everyone else except (in finishing

order) Cogar, Gagnon and Mike Curoso.

Mike Bast flew out of the gate in the scratch main with Dave DeTemple right behind him. Gagnon was third and Ferrell fourth. On the second lap, Ferrell moved inside past Gagnon taking over third. That was the only position changed in the race. DeTemple nearly took the lead several times and had it been anyone else but Bast, he would have. At the wire, it was Bast, DeTemple, Ferrell and Gagnon.

Results

HANDICAP MAIN: 1. Sterling Cogar; 2. Phil Gagnon; 3. Mike Curoso.
SCRATCH MAIN: 1. Mike Bast; 2. Dave DeTemple; 3. Dubb Ferrell; 4. Phil Gagnon.
DIV. TWO: 1. Robert Pfetzing; 2. Mike Baeder; 3. Jeff Havacko.
DIV. THREE: 1. David Hancock; 2. Rick Miller; 3. Andy Northrup.

Noted author takes Ventura scratch main

By Bill Locey

VENTURA, CA, APR. 14

It would have been a great night to reshoot "The Hound of the Baskervilles" — it was certainly chilly and foggy enough — but they decided to have motorcycle races instead. It was just as well. The racing was more hair-raising than any dozen ugly dogs with big teeth.

In his only local appearance of the year, noted author "Super Bruce" Penhall (*Stars and Bikes*) proved once again that the bike is much quicker

than the pen. Riding with predictable brilliance, The Champ captured his third scratch main in as many tries, completing a sweep in this, his first So Cal tour.

In handicap racing, Lance King and Dave DeTemple each won heats by passing five riders off the 50. Tom Morley, back again, did likewise off the 20.

In the final heat, Penhall, nearest Santa Barbara on the 60, used his initial ride to check out the track — riding high, low, inside and outside, but only fast enough to place third.

Things were different in the semi. Penhall caught up to the pack on the first lap, passed the pack by the third lap and was ahead by plenty after the fifth lap.

Canadian champ Gary Ford, with new leathers and sponsors, won the other semi off the 20. King passed DeTemple on the last turn for second.

Penhall didn't win the handicap main, although he had a good excuse. After a three-lap battle with DeTemple and King, Penhall was making his move when Morley crashed directly in his path. Penhall laid it down perfectly, thus avoiding a Weslake imprint on Morley's forehead. King laid it down and slid into the wall in order to avoid Penhall. The Champ remounted quicker than King and sped away. Meanwhile, DeTemple had avoided the whole unfortunate mess, passed young Greg Ayers and won easily. Penhall was third.

In scratch racing, Penhall made the other three riders look like tourists at the Malibu Grand Prix as he won his heat by about 11 miles.

Penhall's scratch semi ride was the race of the night. With Penhall in one and DeTemple in two, the gate went up and they went wheel to wheel around the first turn — in fact they went wheel to wheel for 15 more turns with Penhall on the outside winning by a length.

The scratch main was anti-climactic and over by the first turn as one of the Champ's rocket starts assured an easy win. With that, Penhall is history in our town for this year.

Before all the adjectives are used on Penhall, let's not forget Dave DeTemple. All he's done so far this year is make nine of 10 mains. With each promoter contributing \$250 each night to the points fund purse, which is rumored to approach \$20,000 by season's end, and with Christian broken for a while, things look good for DeTemple. Greedy riders: Better start hitting all the track...

Second Division racing was good and bad. First the bad. Pat Hawley hooked up with northern rider Mat Jackson on the second turn, then found himself too far outside going too fast, hitting the wall too hard — destroying a panel of the fence and shearing off a 4x4. Hawley was hospitalized, bleeding profusely, with a slice of plywood embedded in his groin.

Now for the good news. Oxnard's Henry Swain won the D-2 main easily for his first trophy ever and earned a close encounter with the trophy girl.

In D-3 action, Andy Northrup, in only his third night of racing, carried a trophy back home to Chino.

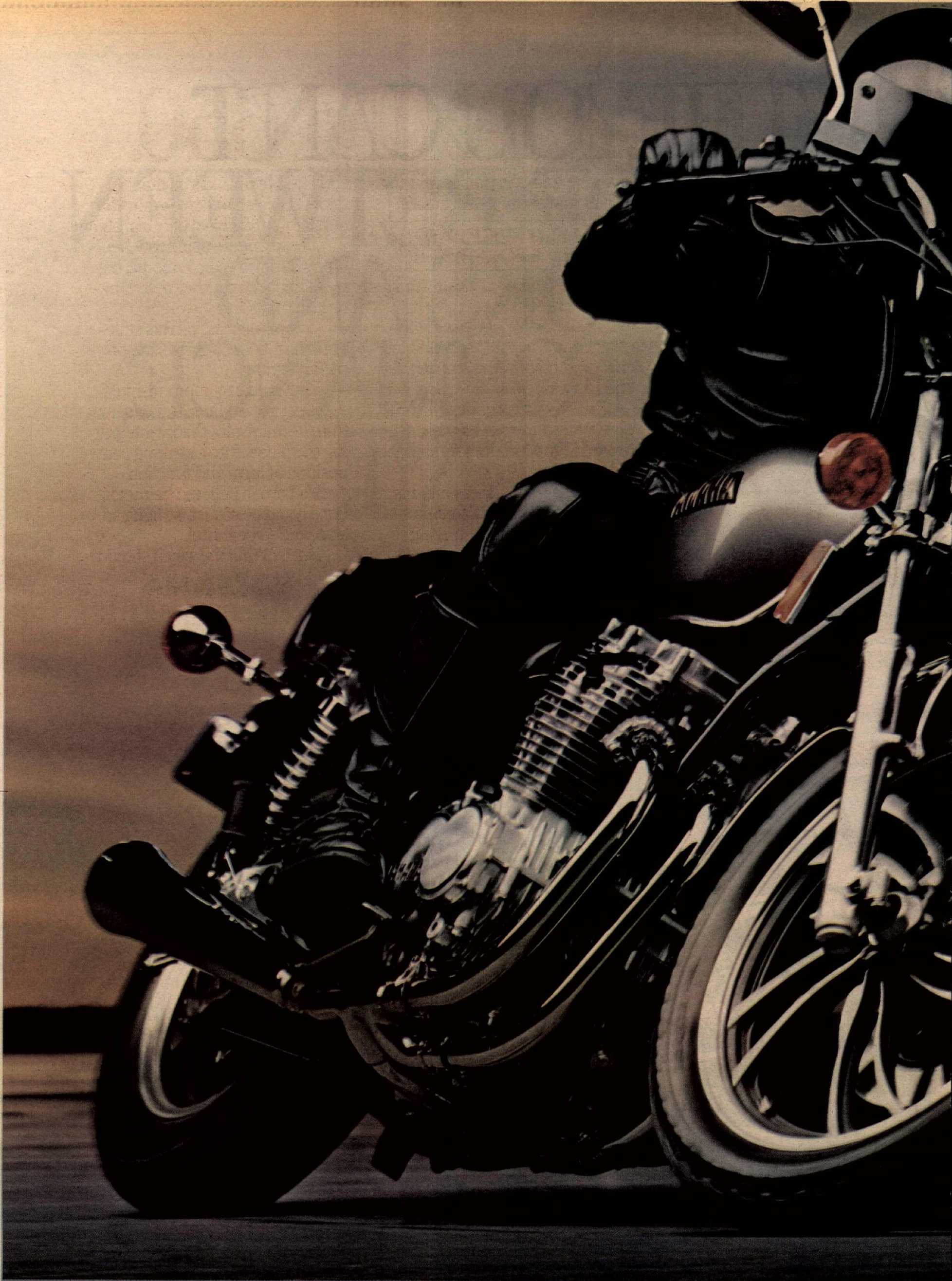
Next week marks the return (for us) of Steve Bast.

Results

SCRATCH MAIN: 1. Bruce Penhall; 2. Lance King; 3. Shawn McConnell; 4. Dave DeTemple.
HANDICAP MAIN: 1. Dave DeTemple; 2. Greg Ayers; 3. Bruce Penhall; 4. Lance King; 5. Tom Morley; 6. Gary Ford.
SECOND DIVISION: 1. Henry Swain; 2. Ron Blanton; 3. Dave Wooten.
THIRD DIVISION: 1. Andy Northrup; 2. Bob Pfitzing.
MATCH RACE: Penhall def. Steve Lucero.

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Desert Hotline



Mark Zoller rode to the IVMC D-38 hare 'n' hound win. (File photo.)

Marty Smith takes D-38 HS

By Loretta Pipkin

BURRO BEND, CA, MAR. 29

High flying motocross star Marty Smith shined in the Dirt Riders' seventh annual Rabbit Run. Team Suzuki's Smith capped the overall win with a good challenge from D-38's Leon Livingston.

After an eight year absence, former number one plate holder Ed Foland made it back to the desert with a good showing starting in the first lap where he was fifth on a 125.

The rocky terrain of the 20 mile loop didn't hinder Smith as he made the first loop in 20 minutes flat. Livingston was 30 seconds behind. D-37 rider Paul Christiansen was third "I had a good start," said Christiansen. "Smith, Livingston and I were right there, except Smith doesn't ride on the ground — he's in the air most of the time! We diced a little through the hills, then he just pulled away and I crashed three times."

"I went down, too," said Smith. "After the bomb I got to the top of a hill and missed the turn. Two guys got past and one went down; I guess that was Christiansen. Anyway, I followed the other one (Livingston) down the wash and passed him on a hill."

On the second loop Smith picked up another 30 seconds over Livingston, who hung in there for second. Through the wash Paul Eddy was picking up a nagging Darryl Richardson in fifth spot. Foland and Christiansen were third and fourth.

On the third loop Smith and Livingston were 1-2 and Eddy got by Richardson, Foland and Christiansen for third spot.

By now they were in the final loop, the dust was thick and the temperature

was shoving the mid 90s. Smith lapped 19 riders before taking the checkered flag, Livingston got 11, and Eddy got three more.

Bill Reams captured the Vet Expert class with Ed Mundy second. Number one Vet Bob Larson finished fourth with a grin, stating it just wasn't his day.

Results

OPEN EX: 1. Leon Livingston (Yam); 2. Mike Assof (Yam); 3. Jeff Mathews (Yam).

250 EX: 1. Marty Smith (Suz); 2. Paul Eddy (Yam); 3. Paul Christiansen (Yam).

125 EX: 1. Ed Foland (Yam); 2. Gary Bailey (Yam).

OPEN AM: 1. Craig Rens (KTM); 2. Phillip Teisl (KTM).

250 AM: 1. Darryl Richardson (Hon); 2. Terry Belcher (Yam); 3. Tim Martin (Yam).

125 AM: 1. Terry Strauwald (Yam); 2. Daryl Holmes (Yam).

OPEN NOV: 1. Gary Trainor (Yam); 2. Brian Sanders (Yam); 3. Tracy Hawk (Hus).

250 NOV: 1. Simon Gomez; 2. Rick Denison (Yam); 3. Kevin Neville (Suz).

125 NOV: 1. Mike Fisher (Hus); 2. Andy Foster (Yam); 3. Randy Byers (Yam).

VET EX: 1. Bill Reams (Yam); 2. Ed Mundy (Suz); 3. Monte Lee (Yam).

VET AM: 1. Mick Collins (KTM); 2. Steve Rhodes (Yam); 3. Bob Millikan (Suz).

VET NOV: 1. David Meeks (Yam); 2. Frank Sherfy (Yam); 3. Tom Courtney (Yam).

SR EX: 1. Roger Adsit (Yam); 2. Jack Neeley (Yam); 3. Don Cavins (Suz).

SR AM: 1. Gordon Parham (Yam); 2. Gary Pendleton (Suz); 3. Hal Graves (Suz).

SR NOV: 1. Jim McMurren (Kaw); 2. Jerry Brashears (Yam); 3. James Lopez (Suz).

SPORTSMAN: 1. Cliff Cross (Hus); 2. David Rosalee (Hon); 3. John List (Yam).

Zoller zaps D-38 H&H

By Loretta Pipkin

CALEXICO, CA, APR. 12

Lady Luck rode with Mark Zoller as he took his Pro Cycle KTM to the overall win in Imperial Valley M.C.'s hare 'n' hound. The rugged Yuha Basin, off Highway 98 was the scene of two loops, one 22 miles and the other 33 miles. The start was front-wheel-straddle on one line and with dead engines to the moans of many.

Desert wise Zoller, Leon Livingston and Dan Mathews all picked a better line. Suzuki's Marty Smith, out for his second desert race, was back in the pucker bushes in a hole. However, by the first check he had regained his composure and the lead. Baja rider Zoller was a minute behind at the end of the loop. Smith pitted as Zoller went by him. Smith flashed out and was past him in a flash.

Dale Stevenson limped in with bent bars, a crimped wheel and a nice case of rash after doing a Flying W passing Paul Eddy 12 miles into the first loop. Amateur rider Tim Martin went down hard and Brady Harris stopped and gave first aid, staying with the downed rider until the paramedics arrived. Tim broke a collarbone and was severely bruised and had to be airlifted out as a precaution.

Gassin' it proved a little too much on the second loop. Smith ran out of petrol one and a half miles from the finish. Mike Assof, in the top five, went dry. Matt Hope stopped and gave him gas. Hope also gave up two finish positions.

Don Mathews was moving up fast with plenty of gas. This was his desert and he knew how to read it. Zoller had now backed off a little on the big 495. "After I passed Smith and he was out of gas I just knew I was going to have the same fate. That's when I realized Mathews was right on me and I had to go for it." Zoller crossed the finish a half a bikelength in front of Mathews' 250. There was less than a pint of gas in the tank.

Terry Stauwald, a 125 Amateur, captured his class and third overall. Strauwald is a movin' up young rider; one to watch in the desert. Fourth was Matt Hope, fifth went to first Vet Ed Mundy, followed by an unhappy Smith who rode to the pits rather swiftly. Mike Assof was seventh and Roger Adsit was eighth and first Senior.

D-38 has two events coming up before summer break: the Notorious Dawgs' 80-mile Hare Scrambles April 26 at Yuha Basin, and a one day trial event for desert and enduro riders at Plaster City May 10. Call Fud for info: 714/427-5759.

Clark collects Rovers D-37 H&H win

By DeVore Fortney

RED MOUNTAIN, CA, APR. 12

Terry Clark (Hus) and Bruce Ogilvie (Yam) made cameo appearances out in the desert and ran away with the show at the seventh annual Rovers' Boner Run. While neither Terry nor Bruce race regularly in District 37 anymore they like to come out every few months to show everyone they haven't lost their touch. Actually, Terry was at the Invader's race in March and ran a tough second to Balentine so he was hungry for an overall and that's just what he got.

No one made it easy for Terry since besides having Bruce to deal with, there was Up-Tite Husky ace Dan Ashcraft who dogged him the whole race just as he did at Invaders. Dan is the hot 250cc rider this year with a couple of firsts and a few seconds to take the unofficial points lead.

The bomb was a couple of miles north of Charlie's Place with a fairly unused run back toward Charlie's. A

LeMans start was used which helped spread the riders out a bit but what really slowed them down was the incredible amount of dust off the start. After blowing wildly all day and night Saturday the wind died down to a standstill for race morning.

Three miles out the riders were already in single file and coming over a low hill it was Ogilvie in the lead but not looking as fast as usual. Right behind were Desert Viper Rick Schumaker (Hus), Ashcraft, Rick Zajic (riding pie plate), Kenny Upp (Yam) and Clark. The course headed straight down some fast trails towards Hwy. 395 before heading north on a ridge to the 4 Aces' starting area and back towards camp. Before they reached the pits Terry had moved into fourth with only Ogilvie, Schumaker and Ashcraft ahead of him.

Off the Novice/Beginner start it was pie plater Greg Winkel on a 465 Yamaha holding a shaky lead over Invader Dave Kelly (Suz). Moving up fast were Desert Viper Mike Jones on a Yamaha water-pumper, Ray Conway on a 250 Husky, Dirt Digger Rich Kinscow, Badger Steve Klein and Invader Dale Criske.

Conway didn't stay in the hunt long as his clutch went bye-bye right after second check. Into the pits it was Klein, Kelly, and Jones behind Winkel still holding his lead.

Beginners are denied the excitement of pitting and go straight into the finishers chute. First district rider in there behind three pie platers was Heavyweight Pete Tolmasoff followed closely by first 250cc Jeff Goodman of the Desert Rats. Other Beginner winners were C biker Glenn Jones of the Desert Vipers, Vet Bob Murray, Trail Novice Eric Hallengath of the 4 Aces and Senior Ken Chamberlain.

The second loop headed out of the pits towards the Spangler Hills on a chewed-up cross-grain trail and then over to Station Road where it hooked up with the first loop which was re-run the rest of the way back in. This made for a 50 mile loop which required an alternate gas stop back at the road crossing.

It was between the pits and the alternate gas stop that racing luck pushed some riders ahead, some behind and some broken or lost. Terry Clark muscled his Husky past Schumaker, pulling Ashcraft with him. Ogilvie's rear backing plate started crumbling, giving Clark the lead with Ashcraft still in tow. Bruce salvaged third by holding Schumaker at bay who in turn kept Kenny Upp in fifth. Kenny tried his best but was slipping and sliding due to his rear tire suffering from an acute case of Disappearing Knob Syndrome. Moving up past Rick Zajic into sixth was Checker Howard McCasland on his 495 KTM with Chuck Stearns still a ways back of Rick. Chuck was having a battle fighting off Checker Pete Postel on his water-cooled Yamaha. Pete was looking for another C bike win to keep him in the points chase but it wasn't his day as he lost the course coming down a steep hill before the gas stop and missed a check. Since the checks weren't numbered Pete never knew and continued on, only to be disqualified. Even more frustrating was the fact that the next C bike was Tom Elias way back in 18th. Taking over ninth was new Expert Tony Megla.

Squeaking into the top 10 was a very stock-looking IT250 ridden by Mike "Downhill" Alexander who hasn't been out in the dez for a couple of years. Nobody else can ride an IT that fast so let's hope "Downhill" is back to stay.

Confusion struck in the Veteran's class too as Bill Saltzman was steadily moving his Maico forward only to take the wrong trail and lose about 15 places. This left Vet Amateur Rick Burros in the lead with Desert M.C. member Pete Kenney right behind for the Expert win. Pete's riding real strong and says he's going all out in the points chase. Regular Amateur winner ahead of Rick was Steve Kiunke in 11th overall.

Senior Heavyweight Morris Norman managed to hold off Gary Charters' pesky little 125 Suzuki for the overall Senior win.

The Novices wanted to show that they could dice it out on the trail also so Mike Jones and Dave Kelly reeled in Winkel and fought over the lead for the rest of the race with Jones winning by a bikelength. A couple of bikes back was Lori Farmer for another Women's win. She just had Benny Padilla do her Mono's suspension and was raving about it. Further back was sister Tricia for second. Why is Lori sponsored by Team Buckeroo while Tricia settles for "Papa Farmer?"

Turnout was slim this weekend with 280 racers making the start line. Too many people were probably still thrashed from riding Viewfinders' last weekend. A raffle was held for Rescue 3 to provide them with much needed funds and turned out to be a great idea. Let's see more of that!

Drochak wins D-38 Bush Bunny Enduro

By Larry Woodruff

PLASTER CITY, CA, MAR. 22

Open B Vet Keith Drochak rode his YZ465 to a near perfect score (two seconds dropped) at the D-38 Bush Bunny Enduro put on by the Bush Eaters M.C. The only rider on a bike other than an Open class machine in the top 15 was second overall 250cc A Craig Lair (Doug Douglas Can-Am) with 10 seconds lost. Keith and Craig are members of the Bar Benders West M.C. which placed eight out of the top 13 finishers.

The Bush Eaters ran a poker run before the enduro with a ATC 110 for first prize. Tom Bryant of Chula Vista rode home a winner with four eights. The second prize, a \$200 welding set, went to Norm Faulkner who held two pairs, aces and kings. The third prize winner of a \$100 Delgado helmet was Chad Reed (kings and queens, 10 high). Congrats to all the other prize winner and special thanks to all the great companies and people who donated the prizes.

Instead of running the minis, three-wheelers, and women on the first loop of the enduro, the Bush Eaters wisely had the easy poker run for them to have fun on. This left riders two loops of heavy duty time-keeping without worrying about the wife and kids.

The club used a different bike for mileage this time than the Jail House enduro. Most riders had to adjust 1/10ths every five miles. As the error was consistent through the ride, it was just another aspect of time-keeping enduro riders must adapt to.

After a long sandwash the first loop led straight into some of the weirdest moonscape-like terrain I've ever seen. Not long after the three-mile speedo marker came the first loop tie-breaker check. As some were not quite used to the speedo error, checkers were entertained with some outstanding displays

of trials riding. Second Open A Vet Guy Biggs (Yam) and first Open A Larry Woodruff (Doug Douglas Can-Am) reportedly lost most of their seconds at the check. A couple of well placed field checks later and the finish of the first loop was at hand. Being unknown checks of unknown mileage, riders had to keep time all the way to the finish of both loops.

At the end of a half hour break with odometers reset to zero, riders started the second loop up the same sandwash as the first. Just before the end of the wash, the second loop spliced off into some neat 24 mph ridges. A check-in followed by a tie-breaker check out had most riders still on zero. Drochak, first Open B Senior Erick Lehmann (Malcolm Smith IT465), second Open B Vet Tom Cole, second Open B Senior Al Nourian and first Open C Senior Steve Harman, all on 465 Yamahas, rolled through that check in a solid wave losing just one second each.

A few miles farther and things got really interesting. The course went through a series of shallow canyons, ridges and rollers at 30 mph. One check and lots of rocks and dust later and only six riders were still on zero. Drochak, Lair, Woodruff, Cole, first Open C Vet Leroy Wilson and first Open C Steve Norman were all that made it. Hard luck story of the day goes to Tom Cole who rolled into the next check a minute hot. Ouch, two points and one second lost. Lehmann, first Open B John Owen (IT 425), 1980 D-38 number one Bob Zullo (second Open A), 1980 D-38 number one Kerry Standifer (first Open A Vet) and Guy Biggs just missed the card flip and dropped one point at the end of the "special test" section. An easy cool off ride to the pits allowed most riders to make the finish on time.

Craig Lair and Larry Woodruff took two man team brass, and with John Owen, three man team honors.

Warm temperatures, excellent course design and marking, courteous and efficient checkpoint and sign up personnel; what more could one ask? How about asking Joe Pit racer to stay home and give us safe riders a break? More people got hurt on Saturday than during the race on Sunday. Most notable was 1980 D-38 number three enduro ace Bruce Borton with a broken collar bone.

The next D-38 enduro points race is a "One Day Trial" May 10 at Plaster City. Watch the calendar section for more info. Also, a Tecate, Baja, Mexico enduro is rumored to be int he works for this summer.

Results

OVERALL: Keith Drochak.
OPEN A: 1. Larry Woodruff; 2. Bob Zullo; 3. Bill Halbert.
OPEN A VET: 1. Kerry Standifer; 2. Guy Biggs; 3. Kim Gifford.
OPEN A SR: 1. Jack Dawkins.
250 A: 1. Craig Lair; 2. Roger Williams; 3. Dennis Montgomery.
OPEN B: 1. John Owen; 2. Ben Bernard, Jr.; 3. Mark Davis.
OPEN B VET: 1. Keith Drochak; 2. Tom Cole; 3. Bill McNeas.
OPEN B SR: 1. Erick Lehmann; 2. Al Nourian.
250 B: 1. Joe Jackson; 2. Ed Rock.
250 B VET: 1. Robb Falkenberg; 2. Paul Russo.
200 B: 1. Gary Conrad.
125 B: 1. Paul Eddy.
OPEN C: 1. Steve Norman; 2. John Roesch; 3. Roger House.
OPEN C VET: 1. Leroy Wilson; 2. Joe Smith; 3. Mark Bergen.
OPEN C SR: 1. Steve Harman; 2. R.W. Stouffer; 3. Grant Brown.
250 C: 1. Brad McKey; 2. Stuart Sober; 3. Ray Willenberg.
250 C VET: 1. David Grinstein; 2. Frank Cook; 3. Dan Spencer.
250 C SR: 1. Richard Gehring.
200 C: 1. James Halbe; 2. Scott Conrad; 3. Gary Estrada.
200 C SR: 1. Alan Francis.
125 C: 1. Kai Michael Krug; 2. Cris Moore; 3. Tim Allen.
TWO MAN TEAM: 1. Craig Lair, Larry Woodruff.
THREE MAN TEAM: 1. Craig Lair, Larry Woodruff, John Owen.

Road racer maze

We are pleased to continue this series of find-the-name puzzles created by Gordon L. Banks, knowing that soon our readers will be able to locate the only master link clip still in existence at the city dump. This week you're looking for 22 of the world's finest road racers, the term itself, and for good measure, the two-part name of America's weekly motorcycle newspaper. As in the past, answers run every possible direction. At the bottom of the page are the answers to last week's puzzle, with the location of the first letter of each name so indicated. We'll run the answers to this puzzle next week, along with another cranial strain.

- | | | |
|-----------------------|-----------------------|-----------------------|
| 1. Road Racers | 9. (Mark) Jones | 17. (Ron) Pierce |
| 2. (Dave) Aldana | 10. (Eddie) Lawson | 18. (Kenny) Roberts |
| 3. (Kork) Ballington | 11. (John) Long | 19. (Rich) Schlachter |
| 4. (Wes) Cooley | 12. (Randy) Mamola | 20. (Rusty) Sharp |
| 5. (Graeme) Crosby | 13. (Anton) Mang | 21. (Barry) Sheene |
| 6. (Virginio) Ferrari | 14. (Frank) McTaggart | 22. (Freddie) Spencer |
| 7. (Gregg) Hansford | 15. (Craig) Morris | 23. Cycle |
| 8. (Wil) Hartog | 16. (Chuck) Parme | 24. News |

R	O	A	D	R	A	C	E	R	S	E	N	O	J	L
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B	O	R	A	T	I	S	H	A	A	C	O	W	W	T
E	S	A	R	N	S	L	R	E	R	Y	S	O	N	R
R	W	G	N	H	A	T	O	G	P	C	I	B	S	A
T	A	G	O	C	O	D	R	O	F	S	N	A	H	H
S	L	A	H	G	N	O	L	Y	C	S	E	N	O	C
N	O	T	G	N	I	L	L	A	B	N	W	K	N	A
I	E	C	H	A	I	G	N	A	E	S	S	S	A	L
R	E	M	E	M	R	A	P	E	L	C	O	O	L	A
A	L	L	G	T	O	N	H	K	N	O	L	R	E	H
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E	C	R	E	I	P	A	R	M	O	E	N	A	M	G
F	E	R	R	A	R	O	G	S	T	R	E	B	O	K

Answers to last week's puzzle

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
A	B	U	S	H	M	A	N	O	S	R	A	E	P	E	N
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C	O	R	O	N	R	T	S	I	R	E	C	N	E	P	S
D	E	C	W	E	R	D	L	S	C	O	T	T	O	N	
E	Y	N	K	O	F	E	I	K	N	O	S	L	I	W	E
F	S	E	I	B	F	B	V	E	S	G	T	E	R	E	G
G	D	E	N	F	E	O	A	Y	N	O	R	T	N	R	R
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I	O	L	D	H	H	U	R	S	T	V	B	R	H	P	J
J	H	U	U	A	C	P	E	Y	R	N	O	L	N	A	H
K	R	N	M	T	S	C	O	T	E	W	R	O	A	R	M
L	U	D	A	E	H	E	R	O	M	R	E	O	P	K	R
M	S	U	N	L	L	E	H	C	T	I	M	V	A	E	H
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O	J	F	A	Y	E	N	I	A	R	C	R	A	B	B	E

1. (Tom) Berry F-4
2. (Ted) Boody A-1
3. (Garth) Brow A-1
4. (Terry) Brow H-13
5. (Marty) Bushman A-1
6. (Rob) Crabbe 0-10
7. (Ted) Davidson H-7
8. (Tommy) Duma I-3
9. (Steve) Eklund G-2
10. (Mickey) Fay 0-2
11. (Mike) Gilkey B-8

12. (Randy) Goss B-13
13. (Ricky) Graham F-10
14. (Jeff) Haney I-5
15. (Bruce) Hanlon J-15
16. (John) Hatley I-4
17. (Rick) Hocking B-3
18. (Brad) Hurst I-5
19. (Lance) Jones I-15
20. (Ronnie) Jones 0-1
21. (Alex) Jorgensen I-15
22. (Corky) Keener H-2
23. (Tim) Mertens L-9
24. (Jackie) Mitchell M-11
25. (Steve) Morehead L-9
26. (Scott) Parker I-14
27. (Gene) Pearson A-13
28. (Terry) Poovey L-13
29. (Wayne) Rainey 0-9
30. (Mike) Rhoads K-1
31. (Kenny) Roberts H-6
32. (Charles) Roberts K-11
33. (Gene) Romero 0-11
34. (Bubba) Rush K-1
35. (Billy) Schaeffer K-5
36. (Gary) Scott D-9
37. (Bubba) Shobert N-9
38. (Freddie) Spencer C-15
39. (Rod) Spencer C-15
40. (Jay) Springsteen K-5
41. (Joe) Wilson E-14

Western Motline



Terry Murray finished second 125cc Intermediate at Speedway 117.

Hardick, Howell hot at Speedway 117

By Rod Eschenburg
Photo by Photocross
CHULA VISTA, CA, APR. 15

Clint Hardick returned to his favorite playground, Speedway 117, for the first time of the 1981 Coca Cola/KPRI Spring Season and the Suzuki rider came away with the night's top money winner with a first in the 500cc Pros and a second in the 250cc Pros.

In the 500cc class, Hardick had an easy two for two go over David Gerig (Hus) and Marty Moates (Suz) with the real racing going in the second spot. In the second moto, Moates looked to have a tie-breaker going over Gerig only to have David zap him in a beautiful late lap, inside pass.

The 250s were a different story for Hardick as Yamaha-mounted Mark Howell was able to squeak out a tie-breaker win over the redhead. In the first moto, it looked to be all Howell until 10 feet from the checker where Hardick was able to pull off one of his patented quick passes for the win.

Come the second moto, and Howell took the lead immediately with Hardick

in a distant fifth. Hardick went to work and by the mid-point of the moto was reeling Howell in. But no, Hardick bobbled, and it looked to be Howell in a breather, right? Wrong, Hardick once again just blazed around the course and again it was an instant replay of the first moto as they approached the checkered flag! This time though Howell was very aware of the situation, moved to the "Hardick Groove" and took the win with both riders interlocked in mid-air. A great race!

Yamaha support rider Ronnie Lechien won his fourth 125cc Pro race in a row but it wasn't his usual ride-out, as in both motos transplanted New Yorker Joe Bond gave him fits and led both go-rounds up 'til the late laps. The first moto saw Kawasaki-mounted Bond get a beautiful holeshot and lead Lechien into the last lap where Lechien finally got him with a quick inside move. The second moto got off the same way only Lechien was in fifth place. Like Hardick had done in the 250 s, Ron quickly went to work and was in second by mid-race, and then with two laps to go, in a move that caught your announcer/reporter napping (and apparently Bond too), Lechien was in the lead and going away! This makes seven straight moto victories for the "Racin' Machine" now at Speedway 117!

With it being "Easter Week Desert Time," the ATCs were somewhat down,

but produced some good racing, especially in the Open Modifieds where Team Honda rider "Dyno Dean" Sundahl went two for two over "privateer" Honda rider Mike Coe who in turn had a squeaker second over Team Honda rider Mark Weixeldorfer. Ace Williams, just back from a trip to Louisiana where he swept everything on his screaming South Bay Yamaha, rode a "Little One" in the Open class, but could only get a fourth overall.

While Yamaha-mounted Richard Mannschreck had the most productive evening in the Intermediates with a first in the 500cc class, and a second in the 250s, it was the 125s that stole the whole show. In the first moto, Terry Murray (Yam) ran away with it as Coke point leader Bobby Vrhel (Yam) struggled to a second after a mass tangle with most of the rest of the field. In second round, Murray and Vrhel were so tight you couldn't slip a piece of tissue paper between them. First Vrhel would lead, then Murray, with one lap having five lead changes! Finally, Vrhel got about a bikelength on Murray, and it looked all over, but no, Murray came back on the last lap to once again pull up even with Vrhel! Finally, Murray pinched it a little too tight and nearly stalled and Vrhel was home with the tie-breaker.

In the Junior classes, the largest field of 500cc Juniors in many years showed up with the result being a ding dong battle of the four-strokes vs. the two-strokes as Brian Showalter (Hon) took a tie-breaker from Bob White's Lemon Grove Maico in as wild a two moto show as you will ever see with seemingly at least two riders falling at any given instant! The 250s were not to be outdone as Clint Berger (Yam) put together a 2-1 effort to down Rich Yelkin's (Vey's C-A) 4-2 go for second. Yelkin had a tie-breaker over point leader Glen Sorensen's (Hon) 3-3 effort!

Results

500 PRO: 1. Clint Hardick (Suz); 2. David Gerig (Hus); 3. Marty Moates (Suz).
250 PRO: 1. Mark Howell (Yam); 2. Clint Hardick (Suz); 3. Woody Carlson (Kaw).
125 PRO: 1. Ronnie Lechien (Yam); 2. Joe Bond (Kaw); 3. Ray Tetherton (Suz).
500 INT: 1. Richard Mannschreck (Yam); 2. Ric Mahlmeister (Yam); 3. Keith Lynas (Hon).
250 INT: 1. Rick Kenyon (Yam); 2. Richard Mannschreck (Yam); 3. Kenny Kopecky (Suz).
125 INT: 1. Bobby Vrhel (Yam); 2. Terry Murray (Yam); 3. Scott Bowman (Yam).
500 JR: 1. Brian Showalter (Hon); 2. Bob White (Mai); 3. Richard Pollock (Yam).
250 JR: 1. Clint Berger (Yam); 2. Rich Yelkin (C-A); 3. Glen Sorensen (Hon).
125 JR DIV I: 1. Greg Gorsica (Yam); 2. Roger Hayes (Hon); 3. Mike Heimer (Suz).
125 JR DIV II: 1. Mitch Palmer (Suz); 2. Mark Scott (Yam); 3. Chris Shaw (Suz).
MINI EX: 1. Kenny Dunlap (Yam).
MINI INT: 1. Mike Gilmartin (Hon); 2. John Conney (Yam); 3. Lance Barnett (Yam).
MINI JR: 1. Jeff McCoy (Yam); 2. Eric Dickerhoff (Yam); 3. Charlie Sampson (Yam).
JR CYCLES: 1. Jamie Conney (Yam); 2. Eddie Gaumond (Suz).
PEE WEES: 1. Norman Gaumond (Suz); 2. Dennis Dahlin (Ita); 3. Oscar Ancheta (Suz).
ATC CLASSES
OPEN MOD: 1. Dean Sundahl (Hon); 2. Mike Coe (Hon); 3. Mark Weixeldorfer (Hon).
140 MOD: 1. Steve Wright (Hon); 2. Gary English (Hon); 3. Laura Lippincott (Hon).
115 MOD: 1. Mike Parker (Hon); 2. Sam Coe (Hon).
OPEN STOCK: 1. Tim Doyle (Hon); 2. Don Brown (Hon).
125 STOCK: 1. Scott Satterle (Hon).

Popp tops at DeAnza

By Ron Lawson and Pat Michetti

SUNNYMEAD, CA, APR. 12

Joe Popp (Yam) proved the value of consistency at DeAnza Cycle Park as he turned a couple of second place finishes into an overall win in the 250cc Pro class.

The first moto saw Popp get the holeshot, but on the third lap he was passed by Yamaha of Redlands rider

Mike Edson. Edson remained safely in front all the way through the rest of the race to finish on top with Popp in second. In third place was Rock Temple (Yam).

The next round, however, saw Eddie Michetti, who DNF in the first moto, put his Maico into the lead and head unchallenged to the finish. Both Popp and Edson suffered from poor starts. Popp was able to work his way up to another second but Edson had trouble and had to be satisfied with a seventh to back up his first moto win. Overall the results had Popp on top with Rock Temple second and Edson third.

The Open Pro class held little challenge for David Gerig (Hus). Dan Paulson (Mai) managed to give the Husky pilot a little competition early in both motos, but he found himself on the DNF list after leading two laps of the second moto. While Gerig was storming to the win, Bill Olsen (Mai) was putting together a fourth and a second to take second place money. Arthur Giver (Yam) was third with two third place finishes.

A look at the Mini side of the fence saw Mike Roberts (Yam) taking both motos of the Novice class. In the first moto Pete Peterson (Kaw) was able to pull a second, but Bart Pitts was the runner up in round two. Peterson still took home second place honors because of his third placing in moto two as opposed to Pitts' fourth placing in moto one.

The Mini Beginners had another double winner with Mike Fitzgerald (Hon). Dale Bolen (Yam) was second in both rounds while Gavin Garcia (Suz) and Darren Hoopingartner (Kaw) traded third and fourth places. Garcia came out on top in the tie-breaking second round.

Results

JR CYC: 1. Chris Lowen (Yam); 2. Jason Collier (Yam).
MINI BEG: 1. Mike Fitzgerald (Hon); 2. Dale Bolen (Yam); 3. Gavin Garcia (Suz).
MINI NOV: 1. Mike Roberts (Yam); 2. Pete Peterson (Kaw); 3. Bart Pitts.
125 BEG: 1. Colin Ryan (Yam); 2. Sam Matranga (Suz); 3. Greg Broome (Yam).
125 NOV: 1. Gordon Ward (Suz); 2. Jay Smith (Yam); 3. Mike Cooper (Suz).
125 INT: 1. Chris Scott (Suz); 2. Ti Swartz (Yam); 3. Jim Pearson (Yam).
250 BEG: 1. Olaf Svenson (Kaw); 2. Mark Valentino (Kaw); 3. Jim Cogley (Yam).
250 NOV: 1. Ken Carlson (Yam); 2. Dan Jandt (Yam); 3. Jim Nunez (Kaw).
250 INT: 1. Kurt Knudsen (Yam); 2. Randy Sciarra (Yam); 3. Steve Tamber (Mai).
250 PRO: 1. Joe Popp (Yam); 2. Rock Temple (Yam); 3. Mike Edson (Yam).
OPEN BEG: 1. John Hanes (Mai); 2. David Kraste (Yam).
OPEN NOV: 1. Mike Courtney (Hon); 2. Jim Robinson (Yam); 3. Dan Rittenhouse (Yam).
OPEN INT: 1. Mike Burnett (Kaw); 2. Roy Burton (Suz); 3. Bob Carpenter (Hon).
OPEN PRO: 1. David Gerig (Hus); 2. Bill Olsen (Mai); 3. Arthur Giver (Yam).
SR VETS: 1. Ed Michetti (Mai); 2. Paul Wilde (Yam).
INT VETS: 1. Jack McCafferty (Yam); 2. William Clein (Hus).

Lunde triples at CMC Ascot opener

By Tom Corley

GARDENA, CA, APR. 9

The 12th year of Continental Moto-sports Club motocross at Ascot Park kicked off this evening, showing that some good things never change. There was on slight switch though as the program is being held every Thursday night instead of Wednesdays.

Tim Lunde has been taking the Pro class wins almost from the start of Ascot racing, and he showed what a little experience can do as he destroyed all three Pro classes.

Glenn Page returned to the night-time action with a new water-cooled

Yamaha and led Tim Lunde to win the first 125cc Pro moto. Mike Nishita was an Intermediate last year but is now a Pro and he showed why as heaced out Lunde for the second place spot. It didn't look like it was going to be such a great night for Tim but then the second moto came. Lunde captured the lead over Tim Shelton who improved drastically from an 11th place finish in the first moto. Page didn't have as good luck this time and took third. With a 3-1 score Lunde won the class.

In a little less competitive battle Lunde kept ahead of the 250cc Pro class, sweeping it with two wins. But right behind him was Can-Am factory racer Jim Holley who hooked a pair of seconds to lead Paul Sedler on the overall results.

Track 'N' Travel Maico rider Dale Lewis was determined to destroy Lunde's streak. Dale managed to do this just fine in the first 500cc Pro moto and Tim couldn't make the pass. These two then traded place in the deciding final moto and Lunde stayed out front of Lewis. Lunde won the money over Lewis. Tim's brother Chuck took his Yamaha to a pair of thirds.

Mike Bell came out tonight to watch his brother Scott whip the 500cc Junior class. Mike walked around with a camera and took pictures the whole time. Scott won both motos but not without having to battle Gary Clark and Rich Busconi. It took Scott a while to work by Busconi in the final

moto but he did. Overall it was Bell, Clark and Busconi.

Results

60 JR: 1. Duane DeArman (Yam); 2. James Summers (Yam).
MINI JR: 1. Denny Purcell (Hon); 2. Ruben Mendez (Yam); 3. Mike Valencia (Yam).
MINI INT: 1. Ed Gauley (Amx); 2. Gary Ybarra (Yam); 3. John McLellan (Yam).
100 JR: 1. Mike Hughes (Suz); 2. Duane Summers (Yam).
125 JR DIV 1: 1. Tom Wilson (Yam); 2. Mike Lentini (Suz); 3. Rick Palladino (Yam).
125 JR DIV 2: 1. Donnie DeArman (Yam); 2. Larry Mayer (Yam); 3. Yano Circo (Suz).
125 JR DIV 3: 1. Mike McMullen (Suz); 2. Darin Motoda (Suz); 3. Bruce Delgado (Suz).
125 INT: 1. Glen Roden (Hon); 2. John McNulty (Yam); 3. Donnie Luce (Yam).
125 PRO: 1. Tim Lunde (Yam); 2. Glenn Page (Yam); 3. Dave Hamada (Suz).
250 JR: 1. Jeff Geiger (Hon); 2. Chris Parent (Yam); 3. Scott Crawford (Yam).
250 INT: 1. Ed Abella (Yam); 2. Tom Dudley (Yam); 3. Dave Whatley (Yam).
250 PRO: 1. Tim Lunde (Yam); 2. Jim Holley (C-A); 3. Paul Sedler (Kaw).
500 JR: 1. Scott Bell (Yam); 2. Gary Clark (Mai); 3. Rich Busconi (Hon).
500 INT: 1. John Stapleton (Yam); 2. Jim Kessler (Yam); 3. Bob Walsh (Hon).
500 PRO: 1. Tim Lunde (Yam); 2. Dale Lewis (Mai); 3. Chuck Lunde (Yam).
VETS JR: 1. George Loren (Yam); 2. Andy Clark (Mai); 3. Ken Duffield (Suz).
VETS MASTER: 1. Gary Clark (Mai); 2. John McManaway (Yam).
OLD TIMERS: 1. Ed Ott (Yam); 2. Jim Gates (Suz).

Staten debuts Suzuki at Sunrise Cycle Park CMC MX

By Mike Klinger

ADELANTO, CA, APR. 5

Although the 125 and 250cc AMA National Motocross event was being held at Saddleback Park, Con-



Scott Bell topped the 500cc Junior class at Ascot.

tinental Moto-sports Club kept

the racin' flowing and held a double points event at Sunrise Cycle Park. Besides double points for the Pros, all sportsmen received free gifts ranging from Jones Super Motocross grips to Bosch T-shirts to Kal-Gard Chain

Kote, just for entering. One half of the riders who showed up to race were of the Professional caliber, including "Rocket Rex" Staten who debuted his new 250 Suzuki Floater and put the floater atop the 250cc Pro class.

In the Open Pros, Husqvarna-mounted David Gerig is still dominating the

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WOMEN
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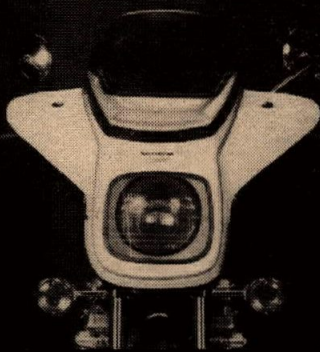
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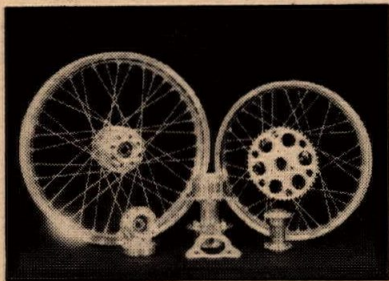


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Chuck Sun won two classes at CMC's Carlsbad motocross.

class. Gerig almost made it a perfect day but a last minute charge by Steve Rhyhan (Hus) in moto two gave Rhyhan the moto win but the overall went to Gerig's 1-2. Rhyhan, who just started racing again a couple of weeks ago, finished second with a 3-1 over Tony Wanket aboard a Ron Callaway-tuned Yamaha. Callaway wrenched CMC's 250cc number one, Scott Johnson, in 1980 and hopes to put Wanket at the top. Doug Renno (Yam) was fourth.

Staten, after leaving Yamaha, mounted his new Suzuki and had little trouble with the rest of the field in the 250cc Pro division. Number one 250cc rider Scott Johnson (Mai) pushed Staten in moto one but in moto two he had to settle for third. Swapping with Johnson for second position in moto two was Tim Lunde (Yam). Lunde's 4-2 combination was good enough for third overall behind Staten and Johnson. Mark Howell (Yam) was fourth over Pat Hubbs (Yam).

The 125cc Pro contest had the largest purse of the day. Jeff Stanford (Yam) and Rodney Brand (Suz) battled in both motos and ended up just switching finishing positions with Stanford coming out on the better end of the stick. Stanford's 2-1 overall tally bested Brand's 1-2 for the lead with Ross Maeda (Suz) third. Robert Nolin (Yam) and Andy Jefferson (Suz) made up the top five.

An updated total of the number one points race shows a tie in the 125cc class between Robert Nolin and Scott Manning. Gary Semics has a narrow lead over Broc Glover in the 250cc class with David Gerig leading the Opens.

Results

MINI JR: 1. J. Bryson (Kaw); 2. T. Jefferson (Suz); 3. J. Edwards (Suz).
MINI INT: 1. E. Hicks (Yam); 2. J. Ray (Suz).
MINI EX: 1. R. Hemme (Suz); 2. R. Phelps (Hon).
125 JR: 1. S. Sargent (Suz); 2. B. Armstrong (Yam); 3. P. Greene (Suz).
250 JR: 1. S. Weidler (Hon); 2. R. Baker (Yam); 3. F. Bogush (Yam).
500 JR: 1. P. Shamblyn (Yam); 2. C. Ellert (Mai).
125 INT: 1. R. Hoffman (Yam); 2. J. Roach (Suz); 3. B. Clontz (Yam).
250 INT: 1. D. Hopwood (Hon); 2. M. Wilkinson (Yam); 3. M. Clark (Yam).

500 INT: 1. T. Bice (Hus); 2. R. Guard (Mai); 3. B. Kerz (Yam).
VETS: 1. S. Groce (Yam); 2. C. Ellert (Mai); 3. R. Berry (Hon).
125 PRO: 1. J. Stanford (Yam); 2. R. Brand (Suz); 3. R. Maeda (Suz).
250 PRO: 1. R. Staten (Suz); 2. S. Johnson (Mai); 3. T. Lunde (Yam).
500 PRO: 1. D. Gerig (Hus); 2. S. Rhyhan (Hus); 3. T. Wanket (Yam).

Sun takes two at CMC Carlsbad MX

By Myron Hemley

CARLSBAD, CA, APR. 12

Chuck Sun, Honda's 1980 500cc National MX Champion, here at Carlsbad for two weeks of practice to prepare for the USGP later this year, showed everyone he hasn't lost any of his championship speed and riding capability by taking first in all four motos in the 250 and 500cc Pro classes at this Continental Moto-sports Club Carlsbad Raceway.

In the first of the 250cc Pro motos, with Sun running away from the field, the race was for second place between Kirk Grissom and David Hopwood of Poway. Hopwood, in his first professional race, turned in a very impressive ride, only to be elbowed into third place on the downhill on the last lap.

The second moto started as a carbon copy with Sun running away from the rest of the field while Grissom and Hopwood battled for second, until, on the fourth lap, Hopwood suffered a flat rear tire, putting him out of contention and into 10th place. Moving into third place was Richard Sardis. At the end of the moto, it was Sun in first and first overall, Grissom second and second overall and Sardis third and fifth overall. Ron Hume finished fourth for third overall, with Hopwood, the newcomer, finishing 10th for seventh overall on his flat tire.

In the first moto of the 500cc Pro race, ex-factory rider for Honda and Kawasaki, Tommy Croft, got the hole-shot on a Husqvarna. In second was Steve Rhyhan, also on a Husky, followed closely by last year's USGP winner

Marty Moates on an LOP Suzuki, with Sun moving in fast on his number-one-plated Honda. Croft led the race for the first three laps till he started having engine problems and broke. Moates moved into first place as Sun passed to second, while Rhyhan slipped to a close third.

One lap later, Moates had problems and had to go to his pit, but returned to finish the race. Sun began to pull away from Rhyhan, who was starting to get pressure from Bob Elliott. At the end of the first moto Sun was 20 seconds ahead of Rhyhan, who came in second, and third-place Elliott.

In the second moto, Moates took the holeshot with Sun close behind and Rhyhan third. At the end of the first lap and at the end of the race, Sun was in first place, with Moates second and Rhyhan third. First overall went to Sun, with Rhyhan second overall and Bob Elliott third overall.

Asked why he was here Sun said, "I am here for a couple of weeks practicing in the sand and getting the feel of the track in preparation for the USGP which will be held here in Carlsbad and also for the 500cc Nationals!"

Results

125 PRO: 1. Jim Odle (Suz); 2. Robert Nolin (Yam); 3. Ray Tetherton (Phs).
250 PRO: 1. Chuck Sun (Hon); 2. Kirk Grissom (Hon); 3. Ron Hume (Yam).
500 PRO: 1. Chuck Sun (Hon); 2. Steve Rhyhan (Hus); 3. Bob Elliott (Suz).

Peterson keeps on winning at R.A.C.E. OCIR MX

By Kate Louis

IRVINE, CA, APR. 9

Nighttime action at OCIR has started up again on Thursday nights. Last week was the opening event and tonight the crowd was almost as big. These riders are looking forward to a good year of racing and there will be several special events coming up soon.

While John Greenway led the 500cc Pros in the ninth race, Todd Peterson took his Premier Yamaha to the win over the 125cc Pro pack which raced on the track at the same time. Peterson led every lap. Andy Kirker (Suz) had a fine 3-2 score behind Peterson and yet he ached out La Habra Yamaha's Micky Dymond. Danny Bartholomew (Yam) placed fourth.

The 250cc Pro pack got the track all to themselves this evening. In the first moto Wayne Reid got the holeshot and held the lead for one good lap. Peterson had a mid-pack start but worked his way up and passed Reid then on the second lap. Reid hit the ground on the back double jumps, so Todd had the lead and Gary Lower had to worry about keeping the second place spot. On lap five Andrew Graham got on by for second ahead of Lower.

The riders locked bars by the time they reached the first corner in the second moto. Lower was second for one lap but then Graham and Reid shoved him back to fourth. Peterson was up front and had no problems. Graham and Reid settled for second and third. Overall for the night it was Peterson, Graham, Lower and Reid.

Results

50-60 BEG: 1. Bryan Grosjean (Yam); 2. David Allen (Suz).
50-60 NOV: 1. Matt Foster (Yam); 2. Mike Grosjean (Yam); 3. Richy Thorwalson (Suz).
MINI BEG DIV 1: 1. Barry Carlson (Yam); 2. David Kirkpatrick (Yam); 3. Wes Oliver (Kaw).
MINI BEG DIV 2: 1. Craig Nielsen (Yam); 2. Anthony French (Yam); 3. Ed Webb (Yam).
MINI NOV DIV 1: 1. Tim Linehan (Yam); 2. Wade Bone (Yam); 3. Greg Armstrong (Kaw).
MINI NOV DIV 2: 1. Steve Evinger (Suz); 2. Danny Allen (Suz); 3. Ron West (Kaw).



Top Plonkathon Amateur Derrick Bernard.

MINI INT: 1. Greg Thomas (Yam); 2. Ray Dawson (Yam); 3. Mark Toyama (Yam).
MINI EX: 1. Brent Worrall (Yam).
100 BEG: 1. Bob Graham (Suz); 2. Richard Moerke (Suz); 3. Mike Sotumayor (Suz).
125 BEG DIV 1: 1. Brian Hunt (Yam); 2. Todd Cleaves (Kaw); 3. Todd Hinote (Hon).
125 BEG DIV 2: 1. Paul Colstan (Kaw); 2. Greg Nash (Hon); 3. Simon Cheffins (Yam).
125 NOV DIV 1: 1. Larry Woody (Hon); 2. James McGee (Yam); 3. Chris Allec (Yam).
125 NOV DIV 2: 1. Larry Bird (Yam); 2. Greg Carson (Yam); 3. Jeff Travis (Suz).
125 INT: 1. Sid Squid (Yam); 2. Bill Thiebert (Yam); 3. Mitch Davis (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Andy Kirker; 3. Micky Dymond (Yam).
250 BEG: 1. Matt Mitchell (Yam); 2. Terry Rosencrans (Hon); 3. Marc Matson (Yam).
250 NOV: 1. John Whitfield (Yam); 2. Mark Stroup (Suz); 3. Larry Gross (Yam).
250 INT: 1. Chris Cole (Yam); 2. Paul FitzGibbon (Yam); 3. Thomas Eiman (Yam).
250 PRO: 1. Todd Peterson (Yam); 2. Andrew Graham (Mai); 3. Gary Lower (Yam).
OPEN BEG: 1. Tom Enochs (Hon); 2. Tim Foster (Suz); 3. Robert Temm (Yam).
OPEN NOV: 1. Mark Glechl (Mai); 2. Michael Novrate (Mai); 3. Randy Minter (Mai).
OPEN INT: 1. Mike Barnett (Kaw); 2. Ron Lawson (Hon); 3. Gary Gonzales (Mai).
OPEN PRO: 1. John Greenway (Yam); 2. Danny Kerr (Mai).

Head bests Plonkathon Trials

By Webster Productions
RECHE CANYON, CA, APR. 5

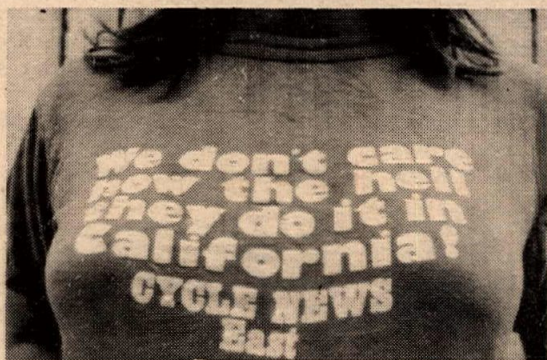
With the intention of proving to rocks all around the world that man and his machine are superior, the Plonkers Trials Club held their annual Plonkathon Trials.

Just about every section looked like a small rock quarry, with the riders unable to find an easy line of travel. Section number four for example, started in a rock strewn gully that emptied out into a pile of rocks on the left side and a rock slab on the right. Just in back of this was a boulder that you had to negotiate correctly to set yourself up for another vertical climb and out the exit gate. Most Experts including first place finisher Scott Head picked the rock slab which meant you had to turn right while going up the first rock and then after landing, turn left and go up the other. Second place Expert Matt Pritchard decided the best line for him was to ride over the pile of rocks on the left and then have a straight shot at the two boulders.

Brock Sattelmeier, a Florida Expert staying in California for a few months kept shaking his head, saying "I've never seen so many rocks in one place before."

Section three was a series of rocks and rock slabs that kept the riders climbing higher and higher and then making a right turn up a dirt groove to the exit gate. The Amateurs had a

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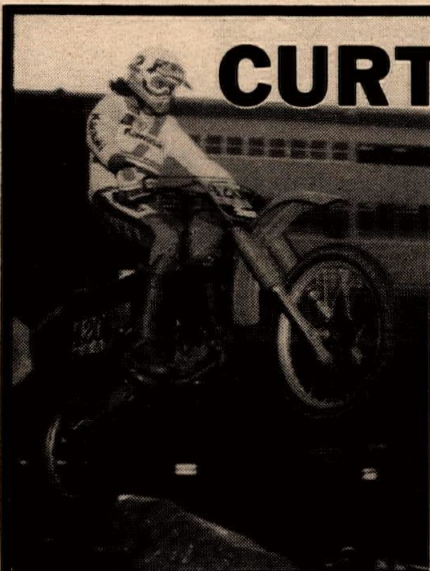
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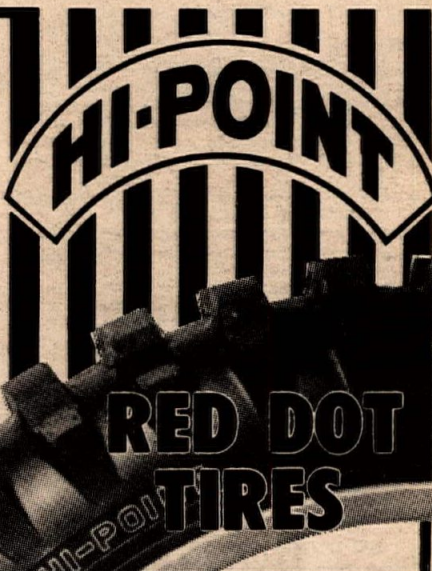


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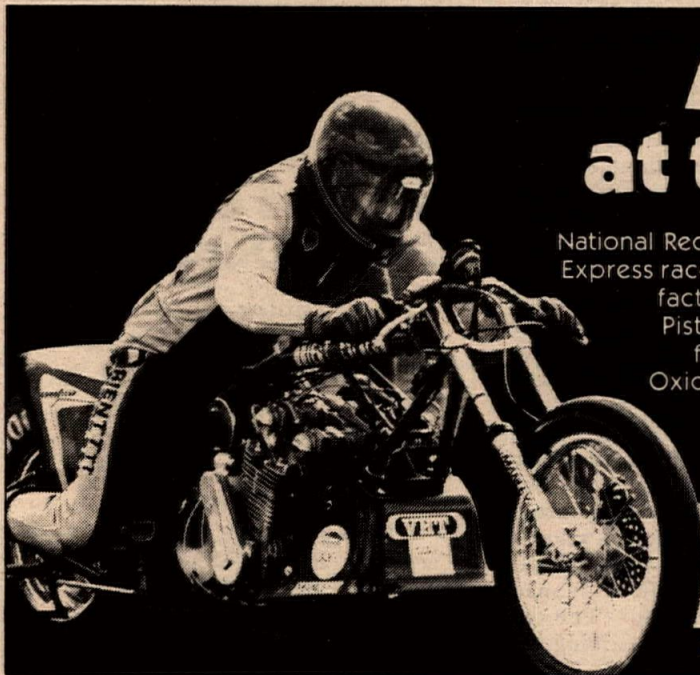
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tough time keeping their feet on the pegs in the section. The Seniors and Novices started downhill, picking their way through the rocks and then riding uphill through the same dirt groove.

The winners of each class received a Plonkathon plaster trophy custom painted by Eileen Smith, wife of first place Senior "A" winner Gil ("Call me logical") Smith. Other winners included Derrick Bernard who took the honors in the Amateur class; John Marshall who won the Novice class; and Dean Hambrick who edged out Duane Stone for first place Senior "B." A close race in the Beginner class resulted in Sam Bornstein taking first place with Chuck Edwards close behind for second. Also finishing in the Beginner class were future Experts Katy Feland, Becky Conrad and Cindy Scott.

One might well ask why 62 riders would, on a Sunday afternoon attempt to ride over, between, around and sometimes through a variety of rock formations ranging in size from a stone to a boulder? Why would anyone want to subject his or her body and yes even the motorcycle to the dangers of falling or crashing into something hard? Well — if you have to ask that then I know for a fact—you are not a trials rider. Wanna be?

Results

EXPERT: 1. Scott Head (63); 2. Matt Pritchard (87); 3. Dwaine Walters (90); 4. Brock Sattelmeyer (116).
AMATEUR: 1. Derrick Bernard (51); 2. Joe Grecius (67); 3. Chris McHugh (85); 4. Ted Feland (112).
SENIOR A: 1. Gil Smith (39); 2. Boyd Bernard (98).
SENIOR B: 1. Dean Hambrick (91); 2. Duane Stone (92).
NOVICE: 1. John Marshall (27); 2. Darryl Stone (36); 3. Kurt Hathaway (38); 4. David Soma (42).
BEGINNER: 1. Sam Bornstein (19); 2. Charles Edwards (23); 3. Steve Penny (25); 4. Katy Feland (27).

Greenway goes for it at Corona

By Ron Lawson

CORONA, CA, APR. 10

The Open Pro class at Corona Raceway has never proven to be a great money maker for the local hotshoes until recently. The class has been undersized and sometimes didn't even exist, but the last few months have seen a notable increase in both size and quality of big bore racing. Last week the best racing of the night was in the Open Pro class.

Moto one saw John Greenway (Yam) lead the whole show with Pro Circuit Husky rider Troy Lee in second. Behind him the desert duo of Tom Kelly (Hus) and Bob Balentine (Hon) filled out the top four slots. Aside from a few early challenges from Lee there was little action in the first round.

It was the next moto that held the excitement. The round started off with Kelly out in front and Greenway second ahead of Lee. The three of them flew in close formation for several laps, never more than a few feet apart. Then Greenway tried to make his move over Corona's Pro Whoop section and wound up off the track, facing the wrong direction. Lee managed to take over the number two spot, but Greenway wasted no time in getting back into the action. The very next lap saw Greenway retake second place from Lee as the Husky rider went down. When the white flag came out Greenway made his push towards the front, passing Kelly and putting himself on top. But with only a few turns to go before the checkered flag, Greenway gave it back to Kelly by pulling a "Laugh-In" style crash at the top of an uphill. The move cost him the second moto win, but that didn't bother him much with the overall vic-

tory wrapped up. Kelly was second overall with his 3-1 run while Balentine was third in the second moto for third overall.

Eric MacCracken (Yam) was again the winner of the 250cc Pro class, running away with every lap of both motos. Marty Miller (Yam) proved capable of staying with MacCracken, but DNF both motos. Second place money went to Scott Wilkinson (Hon) who diced back and forth with Rock Temple (Yam).

Rodney Brand (Suz) stormed the first 125cc Pro moto, but crashed in the second. Rick Rodgers (Suz) who finished third behind Micky Dymond (Yam) in the first moto, took the second win and the overall while Dymond got second place money over Brand.

Results

MINI BEG: 1. Kevin Glenn (Yam); 2. Erick Hermanson (Kaw); 3. Keith Harris (Kaw).
MINI BEG: 1. Glyn Jones (Kaw); 2. Alex Lopez (Suz); 3. Bobby Guajardo (Suz).
MINI NOV: 1. Steve Anderson (Yam); 2. Brett Guyatt (Yam); 3. Robbie Cortez (Suz).
100 BEG: 1. Gilbert Rivera (Suz); 2. Paul Chacon (Yam).
125 BEG: 1. Mike Peters (Suz); 2. Todd Lindsley (Suz); 3. Donald Feeley (Kaw).
125 BEG: 1. Kerry Edwards (Suz); 2. Phil Pia (Kaw); 3. John Bonacci (Yam).
125 NOV: 1. Mark Milam (Yam); 2. Mike Raines (Hon); 3. Ron Jacobs (Suz).
125 INT: 1. Gary Clark (Yam); 2. Doug Richards (Suz); 3. Gary Harris (Suz).
125 PRO: 1. Rick Rodgers (Suz); 2. Micky Dymond (Yam); 3. Rod Brand (Suz).
250 BEG: 1. Olaf Svenson (Kaw); 2. Joe Zoller; 3. Rick Hoffman.
250 BEG: 1. Craig Brooks (Yam); 2. Stuart Thomsen (Hon); 3. Larry Cravens (Yam).
250 NOV: 1. Mike Schexnyder (Yam); 2. Brandon Sneiderwine (Kaw); 3. Jim Vermillion (Yam).
250 INT: 1. Troy Matthews (Yam); 2. Ron Rehnquist (Yam); 3. Bill Scott (Yam).
250 PRO: 1. Eric MacCracken (Yam); 2. Scott Wilkinson (Hon); 3. Rock Temple (Yam).
OPEN BEG: 1. Richard Critelli (Suz); 2. Steve Fox (Hon); 3. Brad Christian (KTM).
OPEN NOV: 1. Paul Schreffler (Hon); 2. Art Conti (Hon); 3. Jay Cordary (Mail).
OPEN INT: 1. Ed Cavanaugh (Yam); 2. Ron Lawson (Hon).
OPEN PRO: 1. John Greenway (Yam); 2. Tom Kelly (Hus); 3. Bob Balentine (Hon).

Lechien, Grissom top Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, APR. 8

The first Pro point race at Speedway 117 really brought out the "cash racers" with very competitive races in all three divisions.

Yamaha support rider Ronnie Lechien continued his mastery of the new Speedway 117 "Super Track" as he swept to his third straight win with another blistering two straight moto effort. Mike Tripes who fell trying to get the first moto holeshot and then came back for a charging second in the second moto, was the only rider to see Lechien after the first lap all night. Yamaha-mounted Scott Meyer came up with the second spot off a 3-3 go with Tripes' Pro-Lube Yamaha in for the third with a 6-2 finish.

The 250cc Pros saw Kirk Grissom debut a new Honda scooter with a two for two wire to wire win as the real battle was for second with Kawasaki-mounted Lenny Giger squeaking out a tie-breaker second over Mark Howell (Yam) after a spill by Tony Wanket (Yam) in the second moto. The win moved Grissom to within striking distance of point leader Howell for the Coke Spring Series Championship with a third of the series now history.

It was all David Gerig in the 500cc Pros as he and his trusty Husky extended their point lead over third place Randy Norman. Tony Wanket was second overall and came close to nipping Gerig in the early laps of the second moto only to suffer a spinout

which dropped him too far back at the checkers.

The ATCs turned out in record numbers Wednesday night, spurred on not only by the merchandise certificates being awarded this year, but also by the realization that Continental Moto-sports Club will offer a number one plate for them this year. The featured event, the Open Modifieds, saw Team Honda riders Mark "Waxey" Weixeldorfer and "Dyno Dean" Sundahl run 1-2 in a tie-breaker effort over "L.A." (Legendary Ace) Williams on his South Bay Motorcycle Yamaha with a tremendous 14 rider field at the gate. Ole Ace got even with the Hondas in the 140cc Modifieds as he took his South Bay Yamaha screamer to a two for two go over the Dickson Design Honda thumper of Tracy Dickson. A special feature of the evening was the appearance of the folks from Yamaha who were doing filming of the action, plus some afternoon "set-shot" work. Looks like the three-wheelers are really arriving! Speedway 117, the home of the first night ATC racing in the USA, is very flattered to have been chosen to be part of the new Yamaha film and wishes them a speedy return to our facility.

Results

500 PRO: 1. David Gerig (Hus); 2. Tony Wanket (Yam); 3. Randy Norman (Yam).
250 PRO: 1. Kirk Grissom (Hon); 2. Lenny Giger (Kaw); 3. Mark Howell (Yam).
125 PRO: 1. Ronnie Lechien (Yam); 2. Scott Meyer (Yam); 3. Mike Tripes (Yam).
500 INT: 1. Tom Browne (Yam); 2. Ric Mahmeister (Yam); 3. Keith Lynas (Hon).
250 INT: 1. Rick Kenyon (Yam); 2. George Speck (Yam); 3. Ken Kopecky (Suz).
125 INT: 1. Terry Murray (Yam); 2. David Capehart (Kaw); 3. Bobby Vrhel (Yam).
500 JR: 1. Stewart Hale (Yam); 2. Bob White (Mail); 3. Richard Pollock (Yam).
250 JR: 1. Clint Berger (Yam); 2. Glen Sorensen (Hon); 3. Roy Smotherman (Yam).
125 JR I: 1. Mitch Palmer (Suz); 2. Ricky Discartin (Hon); 3. Greg Gorsica (Yam).
125 JR II: 1. Kevin Nolan (Kaw); 2. Mark Scott (Yam); 3. John Marking (Yam).
VETS: 1. Steve Rhoades (Yam); 2. Wayne Grey (Yam).
100 JR: 1. Frankie Brundage (Yam); 2. Michael Palmer (Yam).
MINI INT: 1. John Conney (Yam); 2. Frankie Brundage (Suz); 3. Lance Barnett (Yam).
MINI JR: 1. Tim Schoos (Hon); 2. Ramon Dominguez (Yam); 3. Robert Discartin (Suz).
JR CYCLES: 1. Tommy Clowers (Yam); 2. Jamie Conney (Yam); 3. Eddie Gaumont (Suz).
PEE WEES: 1. Norman Gaumont (Suz); 2. Dennis Dahlin (Ita).
ATC CLASSES
OPEN MOD: 1. Mark Weixeldorfer (Hon); 2. Dean Sundahl (Hon); 3. Ace Williams (Yam).
140 MOD: 1. Ace Williams (Yam); 2. Tracy Dickson (Hon); 3. Steve Wright (Yam).
115 MOD: 1. Robert Snaith (Hon); 2. Sam Coe (Hon); 3. Allen Fox (Hon).
125 STOCK: 1. Scott Satteria (Hon); 2. Michael Wilkinson (Yam); 3. Anthony Campos (Hon).
OPEN STOCK: 1. Rod Shedenhelm (Hon); 2. Tim Doyle (Hon); 3. Rob Doyle (Hon).

Schwalebors smokes CRC Indian Dunes MX

By Lee Taylor

VALENCIA, CA, APR. 5

An adventurous flock of racers descended on Indian Dunes for a day of fearless, no holds barred, high action racing with the California Racing Club.

The Open Intermediates were no exception. Randy Schwalebors, commanding a Yamaha for Too-Hip, grandslammed his way into the winner's circle. Throughout both motos he fought to hold back Husqvarna-mounted Bill Andrews to second. In the first moto Rocky Hash, piloting a Maico, kept the heat on Andrews in the third place slot and fought to keep Paul Wolfe and Don Durrer off his tail. By moto's end, Schwalebors led across the line with Andrews in second, Hash still in third with Wolfe latching onto fourth.

The second round of action saw once again a Schwalebors/Andrews feud. This time Wolfe was up in third, dueling with Durrer. For Hash, it was a rocky moto, off the track, beset with problems. When the finish line loomed into sight, Schwalebors crossed over to top honors for the day, Andrews took home second place gold and third overall went to Wolfe.

When the 250cc Novices were let loose for their first attack on the track it was David Thayer in command. He fought Ed Ogden riding shotgun and Tony Barbacovi in third. Thayer's Honda had its work cut out for it, hounded to the end by a Yamaha-dominated field. By moto's end Thayer was still in control, Ogden held down second and Barbacovi smoked in for third.

When the machines fired up for the second round of action it was Barbacovi who took over, tired of running third, out for the gold. Ogden was smack up behind him in an endless pursuit, a duel between two Yamahas going down to the wire. Thayer was running third and fighting to put his Honda out in front and take a double win. By the end of the day Barbacovi crossed over to the winner's circle, Ogden took home second overall honors and third overall went to Thayer.

In the first 125cc Intermediate moto, Scott Boek, riding for Dick Allen on a Honda, took command and fought to hold off Rick Houghtaling in second and Reggie Lamson, running third. Lamson was left with the inevitable chore of holding at bay a storming pack of racers. When the moto drew to a close, it was Boek leading across, Houghtaling in second and Lamson still in third with a sigh of relief.

The second moto madness found Zoli Meszaros fighting tooth and nail to fend off Jim Boyd and Houghtaling. Boek in fourth, was flying, holding back Mark Maynor in fifth and the rest of the field.

When the checkered flag waved them home it was Houghtaling who took down top honors for the day on his Suzuki with a 2-3 ride, Boek, who took home second overall honors earlier in the 250cc Intermediate contest scooped up another second overall for the day and clinching third overall honors with a 3-6 ride was Reggie Lamson.

Results

60 NOV: 1. Paul Mathews (Yam); 2. Jason McFarland (Yam); 3. Jarrett Wilson (Yam).
60 INT: 1. Bubba Erickson (Yam); 2. Shane Millbourn (Yam); 3. John Ethell (Suz).
60 EX: 1. Shane Trittler (Yam); 2. Mouse McCoy (Yam).
80 BEG: 1. Jason Davenport (Suz); 2. Troy Welty (Suz); 3. Royce Hager (Yam).
80 NOV: 1. Trey McFarland (Yam); 2. Rowan White (Yam); 3. David Couch (Kaw).
200 BEG: 1. Mario Barberio (Suz); 2. Aaron Wood (Suz); 3. Matt Dunlap (Suz).
100 NOV: 1. Mike Hughes (Suz); 2. Bruce Delgado (Suz); 3. Gilbert M. Rivera (Suz).
100 INT: 1. Jerry Anker (Yam); 2. Mark McDonald (Suz).
125 BEG: 1. Jim Hammond (Yam); 2. Joe Clancy (Yam); 3. Jerry Olivas (Yam).
125 NOV: 1. Skip Godinez (Yam); 2. Dave Moore (Yam); 3. Perry Frohlich (Yam).
125 INT: 1. Rick Houghtaling (Suz); 2. Scott Boek (Hon); 3. Reggie Lamson (Suz).
125 PRO: 1. Steve Schmitz (Yam); 2. Bill Ouellette (Suz); 3. Robert Laughlin (Suz).
200 NOV: 1. Tony Barbacovi (Yam); 2. Ed Ogden (Yam); 3. David Thayer (Hon).
250 INT: 1. Todd MacDonald (Yam); 2. Scott Boek (Hon); 3. Tom Webb (Hon).
250 PRO: 1. Pete Snorteland (Yam); 2. Bob Kline (Yam); 3. Mark White (Yam).
OPEN BEG: 1. Sam Maute (Mail); 2. Charlie Spellman (Yam); 3. Randy Knox (Yam).
OPEN NOV: 1. Shawn Kaul (Mail); 2. Mike Wright (Yam); 3. Dave Welty (Suz).
OPEN INT: 1. Randy Schwalebors (Yam); 2. Bill Andrews (Hus); 3. Paul Wolfe (Yam).
OPEN PRO: 1. Peter Snorteland (Yam); 2. Mark White (Yam); 3. Bob Schulz (Yam).
VETS JR: 1. Paul Taylor (Suz); 2. Don Hobson (Suz); 3. Wes Sharp (Yam).
VETS INT: 1. Bruce Howell (Yam); 2. Milt Muller (Yam); 3. Wiley Seitzer (Suz).
VETS SR: 1. Bob Hayes (DMG); 2. Al Stinebaugh (Suz); 3. Bob Millner (Yam).

NORTHERN DATELINE

Hill hauls twice at Lodi ST

By Bill Spencer

LODI, CA, APR. 12

Short track racers who didn't make it to the Sacramento Mile were all early getting to the races at Lodi Cycle Bowl and the Lodi M.C. was ready with another round of daytime short track racing under spring conditions.

For the other troops, it was late practice and shaded eyes as the late night prior didn't lend itself well to the early hour. One of those riders who did make it early was the winner. Alex Jorgensen didn't get a whole lot of sleep but was manning his corner as a member of the host club's flag patrol and received a great ovation for his earlier efforts.

Racing was great despite the short turnout of riders lately, mainly due to greatly increased gas costs. Pee Wee winner was Scott Bricker while Mike Macedo did the deed on the McGill Yamaha YZ80 in the Expert round after getting by Winkie Freitas. Kelley Fishcer took the checkered in second spot with Winkie off the track with chain troubles.

Ted Taylor did a lot of passing to win the other 80cc class win with Vince Caramella taking the second trophy. Winkie Freitas came back and blitzed the 100cc Expert class while Mark McCall survived 125cc Novice and Larry Tofanelli was the remaining 200cc Novice for that big win.

Shaun Reyna and Todd Beecher had a good battle in 250cc Novice and finished out front of that pack while Aaron Hill did a great set up and pass number on Chris Carr as the two former Mini whizzers set the pace for the 250cc Juniors. Both are extremely competent racers and are looking forward to the days when they can ride the Sacramento and San Jose Miles.

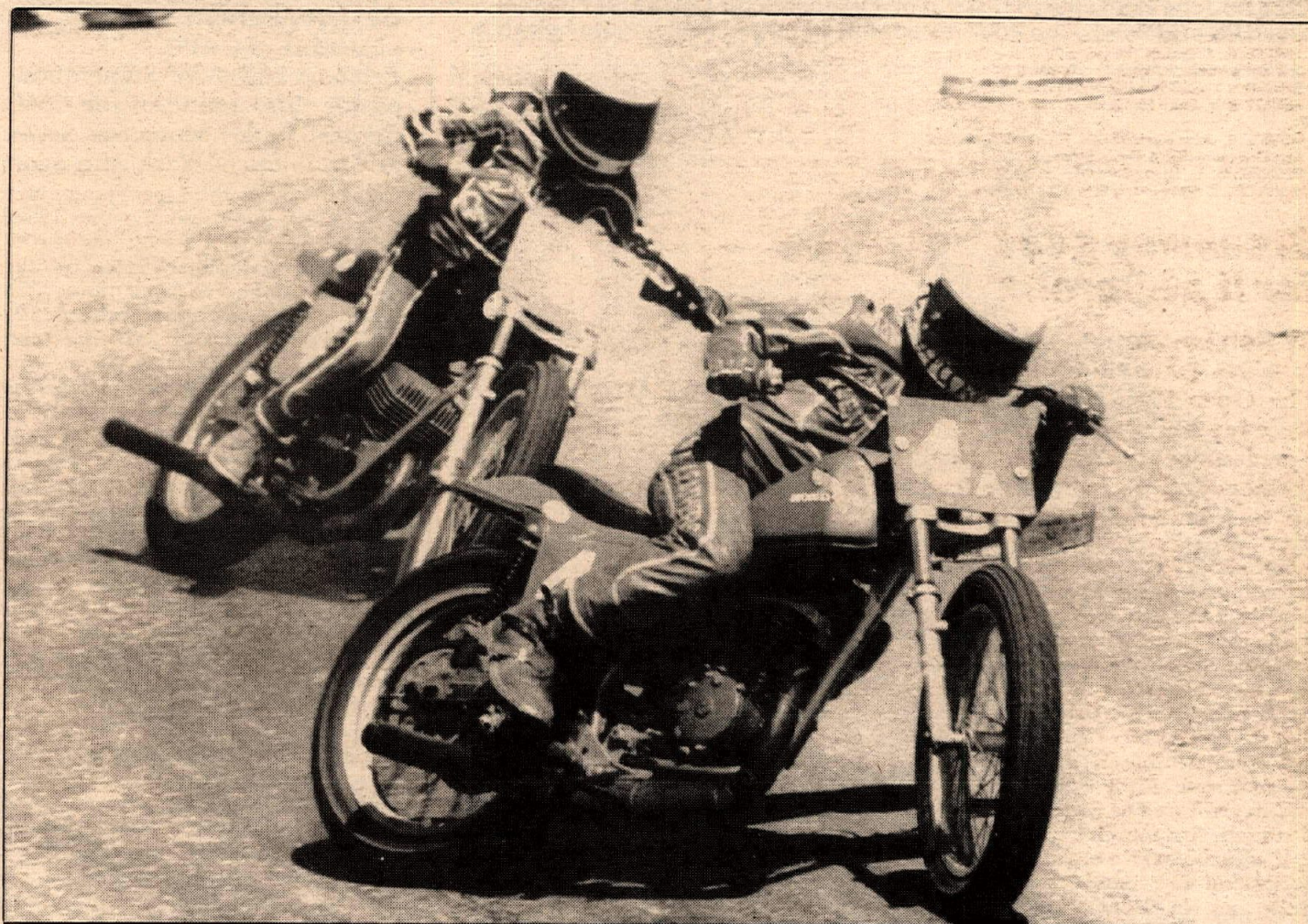
After a couple of starts, the 250cc Experts settled down to a freight train with Kim Jorgensen the choo-choo part on his Jorgy Can-Am (it's his brother's) and Mark Key the coal train part on the McGill Yamaha over Joe Knight and returning Jon Eichelbaugh.

Jeff Martins held the challenge of the Open Novices, winning over former Mini racer-turned-road racer Danny Kirkeby. Aaron Hill made it two for two on the day winning Open Junior on the Del Calsen Honda, picking up his Expert points in the process and getting the nod for the green plate from steward Ed Deathrage.

Open Expert time was another great run and Dave Boyles answered the call with a wire-to-wire win on his Spinetti's Honda, repeating his Friday night Ascot checkered flag effort. Marv Lewis has been learning his lessons well and took a good second place effort over Mike Hayward.

Results

PEE WEE: 1. Scott Bricker (Suz).
80 EX: 1. Mike Macedo (Yam); 2. Kelley Fischer (Yam).
80 NOV/JR: 1. Ted Taylor (Yam); 2. Vince Caramella (Kaw).
100 EX: 1. Winkie Freitas (Yam).
125 NOV: 1. Mark McCall (Yam).
200 NOV: 1. Larry Tofanelli (Hon).
250 NOV: 1. Shaun Reyna (Yam); 2. Todd Beecher (Yam).
250 JR: 1. Aaron Hill (Hon); 2. Chris Carr (C-A).
250 EX: 1. Kim Jorgensen (C-A); 2. Mark Key (Yam); 3. Joe Knight (Yam).
OPEN NOV: 1. Jeff Martins (Mon); 2. Danny Kirkeby (Hon).
OPEN JR: 1. Aaron Hill (Hon); 2. Jim Cutts (Yam).
OPEN EX: 1. David Boyles (Hon); 2. Marvin Lewis (Yam).



Mike Macedo (top) ran his McGill Yamaha to the 80cc Expert win at Lodi's short track. (Above) Aaron Hill (4A) discovered the limits of traction, but Chris Carr (4E), a six-time national champion, couldn't find a hole and settled for second in their 250cc Junior battle.

Heiberger hauls at CMC Baylands

By Tim Meyer

FREMONT, CA, APR. 5

Baylands Raceway (formerly Fremont Raceway) held its first motocross for the 1981 season under perfectly clear skies after being rained out two races in a row. The new track layout was well received by the nearly 200 riders and many spectators along with the improved concessions.

San Jose's Jerome Heiberger led from start to finish in the first Open Pro moto for the win over Yamaha-mounted Donnie Hawkins with Kelly Barry coming in third. In the second moto, Heiberger put his Can-Am into the lead once again only to be passed by Hawkins on the second lap. Hawkins then led the hard charging Can-Am till the fifth lap as Heiberger slipped past for the lead once again. Heiberger made it a clean sweep with Hawkins having to settle for second and Don Walsh third.

The always exciting 125cc Juniors put on a super show with Brad Wiget winning both Division One motos on

his Yamaha, beating out Raymond Flow and Scott Phillip. In Division Two, Manny Ornellas put together strong 1-3 finishes to win over Dean Butler's 6-1 with William Jones in third.

Division Three was swept by John Cook of Los Basos followed by David Durham and Jeff Nicholson.

John Beeman put together two consistent rides to win the 250cc Pro class over Kawasaki riding Tim Tremaine and Jerry Brandt.

Racing returns to Baylands April 26 for another CMC day race with new lights on their way for night racing

NORTHERN DATELINE



(Above) John Hard chases Open Junior winner Scott Creager at Tumbleweed Park. (Below) John Williams got the first Open Junior moto holeshot.



once again at the popular Fremont track.

Results

100 JR: 1. Brent Davis (Suz); 2. Russel Baker (Suz).
125 INT: 1. Scott Keller (Hon); 2. Troy Barazoto (Suz); 3. Brian Brown (Kaw).
125 PRO: 1. Matt Elkins (Yam); 2. Kevin Iacovoni (Yam); 3. Mike Sprenger (Suz).
125 JR DIV 1: 1. Brad Wiget (Yam); 2. Raymond Flow (Suz); 3. Scott Philip (Suz).
125 JR DIV 2: 1. Manny Ornellas (Yam); 2. Dean Butler (Suz); 3. William Jones (Yam).
125 JR DIV 3: 1. John Cook (Kaw); 2. David Dunham (Suz); 3. Derek Chin (Yam).
250 PRO: 1. John Beeman (Yam); 2. Timothy Tremaine (Kaw); 3. Jerry Brandt (Yam).
250 INT: 1. Mike Muldoon (Yam); 2. Mike Randal (Yam); 3. Brian Otto (Yam).
250 JR DIV 1: 1. Arthur Klingheil (Hon); 2. Sidney Frankosly (Yam); 3. Jon Nelson (Hus).
250 JR DIV 2: 1. Jon Muniz (Kaw); 2. Tim Beanchi (Hus); 3. Arthur Bennett (Kaw).
OPEN JR: 1. Chuck Millen (Yam); 2. Dave Borruso (Suz); 3. Ken Schroeder (Suz).
OPEN INT: 1. Greg Raud (Mai); 2. Mike Skrivane (Yam); 3. Bill Mcdevitt (Yam).
OPEN PRO: 1. Jerome Heiberger (C-A); 2. Donnie Hawkins (Yam); 3. Don Walsh (KTM).
80 JR: 1. Dean Varni (Yam); 2. Scott Stone (Yam); 3. Adam Thevenin.
80 INT: 1. Steve Gilbert (Yam); 2. Steve Hunter (Yam).
80 EX: 1. Eric Liddell (Yam).
50-60 JR: 1. Jim Williams (Yam); 2. Jimmy Gilbert (Yam).
PEE WEE AUTOMATIC: 1. Russell Valdez (Suz); 2. Curtiz Valdez (Suz).
PEE WEE: 1. Steven Oldenbrook (Hon).

Creager and Field fly at CMC Tumbleweed MX

By Jerry Parson

LEMOORE, CA, APR. 5

Lemoore Naval Air Station hosted the third round of the CMC Central Valley Motocross Series at Tumbleweed Park with Scott Creager taking the Open Junior win and Kevin Field taking the 125cc Junior win.

The Open Juniors blasted off the line with John Williams using the power of his Can-Am to grab an early lead. Terry Evans (KTM) and John Hard (Mai) both closed in fast on Williams' rear fender hoping to take the lead. Evans soon made his move and moved by Williams for the front spot. Scott Creager was moving rapidly through the pack and soon got Mike Kornwinder for fourth position. Williams, unhappy with his second position, put the hammer down to regain his lead and leave Evans holding second. Creager pushed hard and slipped by Kornwinder to tie down third. Williams went on to take the victory. Evans and Creager took second and third.

Danny Hill (Suz) got the jump in the second moto and began an early lead. Creager and Hard both pulled in tight behind Hill. Creager then made his move and snatched away Hill's lead. Kornwinder moved in behind Hill to hold down third. Creager continued to stretch his lead to the checkered where he took the moto win and the overall victory. Hill finished second with Kornwinder dropping to fourth. Evans finished third giving him second overall.

The 125cc Juniors got off the line with Kevin Field (Kaw) grabbing the lead. Adam Vaughn (Yam) and Steven Day (Suz) both stayed glued to Field's back fender hoping to get by. Day soon overtook Vaughn before going down, leaving Vaughn to remain in second. Efron Mendoza (Kaw) worked his way into third where he stayed for the remainder of the race. Field kept his hard earned lead with Vaughn taking second.

The second moto saw a repeat of the first with Field moving into the lead. Next Jeffers and Mendoza both put the pressure on as they chased Field.

Mendoza soon overtook Jeffers as he rapidly picked up the pace and moved in on Field. Soon, Mendoza made his move on Field and wasted no time in building an untouchable lead. The track got rough and soon took its toll on Mendoza as he bit the big one, leaving him down three laps. Field and Day then picked up the fight for the lead with Day winning out taking the moto win. Field took second leaving him with the overall win.

Results

50 & 60: 1. Mike Quaschnick (Suz); 2. Clinton Allen (Suz); 3. Jason Henson (Suz).
80 JR: 1. Chuck Mark; 2. Tim Kincaid (YZ); 3. Brian Solomon (Yam).
80 INT: 1. Welsey Furrh (Yam); 2. Jim Willey; 3. Gary Riecki.
100 JR: 1. Greg Van Ness (Suz); 2. Eddie Javaus (Suz).
125 JR DIV 1: 1. James Hayes (Yam); 2. Monty Hutson (Kaw); 3. Mike Guinao (Yam).
125 JR DIV 2: 1. Kevin Field (Kaw); 2. Adam Vaughn (Yam); 3. Steven Day (Suz).
125 INT: 1. Gary Bowman (Suz); 2. Gary Curtis; 3. Mike Maurer (Suz).
250 JR: 1. David Schulte; 2. Gus Mueller (Hon); 3. Randy Cochran (Hon).
250 INT: 1. Darren Pritchett (Yam); 2. Ryan Beier (Suz); 3. Ron Pinhero (Yam).
VETS: 1. John Paulo (Yam); 2. Bob Walser (Yam); 3. Willey Pritchett (Yam).
OT: 1. Roger Menke; 2. Richard Fried (Yam).
OT INT: 1. Ron Clawson.
VET EX: 1. Leon Price (Yam).
OPEN JR: 1. Scott Creager (Kaw); 2. Terry Evans (KTM); 3. John Williams (C-A).
INT: 1. Mike Hampton (Mai); 2. Brett Simonsko (Mai); 3. Rick Worth.
125 PRO: 1. Jon Nelson (Yam); 2. Mark Nelson (Yam); 3. Dave Furrer (Yam).
250 PRO: 1. Tim Worth (Hon); 2. Damon Webb (Yam); 3. Gary Wilson.
OPEN PRO: 1. Russ Dela Fuente (Suz).

Domann, Oliver, Hardin shine at AME Sprockets Park

By Laura Richard

BAKERSFIELD, CA, APR. 5

It was another day of racing put on by American Motocross Enterprises at Sprockets Park. The racers were treated to a well prepared track run backwards which was quite a challenge for them.

Round one of the 250cc Pro race saw Honda-mounted Allen Hopper pulling the holeshot and the lead followed by Kolbe Can-Am rider Steve Rawson and third place being filled by Yamaha rider Jim Domann. Hopper was able to hold off the strong charging Domann after he took over second from Rawson who had the wind knocked out of him as he took the jump a little out of shape. Domann finished the first moto with the win, Hopper taking second and third going to O'Neal Yamaha-mounted Doug Lawrence.

As the gate dropped for the second round it was Barnett Tool and Eng./Peres VHT Yamaha-mounted Steve Richard taking the holeshot and the lead with Domann in second and Rawson in third. Domann and Rawson were able to put the pass on Richard, taking over first and second. By the end of the moto, it was Domann taking the win with Rawson second and Lawrence third. The overall for the day went to Domann with Lawrence in second, Rawson third and Richard fourth.

In the Open Pro class, Bakersfield Yamaha rider Darren Oliver was able to put together back-to-back wins with another Yamaha rider, Mike Yafchak in second. Suzuki of Bakersfield rider Randy Hardin took back-to-back wins in the 125cc Pro race. Brian Kennedy rode his Honda to back-to-back wins in the Open Junior race with another Honda rider, Chris Gearhart, taking second.

The 250cc Intermediate race saw Yamaha-mounted Bobby Kotanjan

taking home the back-to-back wins with second going to Honda rider Brian Branson. The 250cc Junior rider found Suzuki of Ventura rider Jimmy Mahue taking the back-to-back wins with Greg Giggy taking second and third going to Yamaha rider Mike Williams.

- Results**
61 MINI EX: 1. Doug Fisher (Yam); 2. Chris Lara (Suz).
61 MINI JR: 1. Ronnie Densford (Yam); 2. Kevin Peoples (Yam); 3. Alex Rogers (Yam).
61 MINI BEG: 1. Mitch Sanders (Yam).
PEE WEE: 1. Daniel Chambers (Itl).
83 MINI JR: 1. James Collier (Kaw).
83 MINI INT: 1. Chris Lara (Suz); 2. Robert Scott (Yam); 3. James Young (Yam).
83 MINI BEG: 1. Martin Sanders (Yam); 2. Lance Goodman (Yam).
VET EX: 1. Stewart Rogers (Hon); 2. David Rogers (Hus).
VET JR: 1. Carl Casanova (Yam).
125 PRO: 1. Randy Harden (Suz); 2. Doug Lawrence (Yam); 3. Steve Rawson (C-A).
500 PRO: 1. Darin Oliver (Yam); 2. Mike Yafchak (Yam).
125 INT: 1. Darin Hargis (KTM); 2. Bobby Kotanjian (Yam).
125 JR: 1. Andy Ellis (Yam).
250 INT: 1. Bobby Kotanjian (Yam); 2. Brian Branson (Hon).
250 JR: 1. Jimmy Mayhue (Suz); 2. Greg Giggy; 3. Mike Williams (Yam).
250 BEG: 1. Ragen Stacey (Yam); 2. Eddie Hedge (Hus).
500 INT: 1. Keith Sims (Hon); 2. Mike Abbott (Yam); 3. Mike Antes (Hon).
500 JR: 1. Bryan Kennedy (Hon); 2. Chris Gearhart (Hon).

McKenna, Emery sweep at Marysville MX

By Terri Emery
MARYSVILLE, CA, APR. 5
Clear skies and warm sunshine made this northern California track the place to be today with a slight breeze keeping things cool.

The hot part was the start of the Open Expert race with Allen "Superman" Berluti running away with the holeshot. Eric McKenna was hot on his heels followed by George McNamara and Albert McElroy. Berluti and McKenna were really battling it out with McKenna pushing hard on Berluti. McKenna's Maico made the move and powered past Berluti on lap four and the rest of the race was a futile attempt of catch-up by Berluti.

The second moto saw McKenna taking the holeshot again. Pat O'Donnel and McNamara were the others in the top three positions which didn't change the whole race.

An interesting thing happened around the spectators' mound. This mound had a high, fast left turn. None of the riders were going high and fast. At the bottom, a small puddle the riders were going through kept splashing water onto the track. By the second motos, this "small" puddle had developed into a track-wide mud bath. It was 20 feet of mud and a two-foot long puddle some 12 inches deep. If you saw some brown rider, he had undoubtedly stopped to check this grand puddle.

Remarkably, the Minis did the best. 80cc Novice winner Larry Azevedo said, "I had no troubles in it."

A big yellow bomb exploded from the 125cc Expert class. That bomb was none other than Ken McKenzie on his shiny Suzuki. Unfortunately, by lap two he'd bailed. Rodney Smith was happy to take the lead position as Steve Richards and Steve Vlahos followed him.

Richards slid out and Vlahos and Mike Whalen decided to go for the money. Whalen bit the dust so Tom Odekerk took second. Rodney Smith tried hard to outmaneuver Vlahos but luck was with Vlahos and in an exciting mid-air pass, he beat Smith.

Smith, Vlahos and McKenzie headed for the holeshot in race two. McKenzie was bound and determined to show that crashing wasn't the only thing he was good at. He took his place in the number one slot after passing Smith and chasing Vlahos for four laps. But the hot race was between fourth place Spoof Pena and Smith who had dropped to third. On lap three, Pena and Smith diced it out, switching positions several times. Finally on lap five, Pena took third and kept it.

The 250cc Expert class was the last of the day and the biggest Expert class with 25 riders. Randy Pockrandt led the pack into turn one. By turn three, Brad Emery and McKenna had swooped down the spectator mound. These two riders passed the front four bikes in one swift move. Behind them came Pockrandt and Pat Wilson.

The race was between Emery and McKenna. Emery was sweating bullets trying to get away from McKenna who was waiting for the mistake that was sure to come. These two riders were 10-12 seconds away from third place. Finally, the mistake came as Emery wobbled and McKenna gassed it into the lead.

Emery was now playing catch-up. Was his first gone? Around the track they went, out from the back and it was McKenna in the lead, but not by much. Side by side they thundered. Heading toward the right turn before the mud hole, McKenna got his knobby in front of Emery. Into the mud bath they sprayed each other, McKenna taking a high line, Emery cutting low. Out of the spectator mound, it was Emery in the lead and taking the checkered first, McKenna second, Chapman third.

Pockrandt again took the holeshot for race two, then the shuffling began. Out of the mud bath came Wilson, Rick Woodson, Chapman, Emery and McKenna. Chapman's brakes failed and he pulled off. McKenna passed Emery and eyed Wilson who slowed letting McKenna past and in front of Wilson and Emery. The worst thing that could happen did as McKenna slid out. Wilson saw this and compensated by going wide. Emery was so hot on his rear he cut in close to McKenna. It was now Emery and Wilson in the air straining for the lead. Emery's Yamaha hit the ground and got the lead over Wilson whose luck ran out and he crashed. McKenna was trying to regain his lead but to no avail. Emery went in for first, McKenna second and Woodson third.

- Results**
OPEN NOV: 1. Mike Petrunt (Suz); 2. Dan Roddewig (Suz); 3. Tom Cargile (Mail).
OPEN JR: 1. Mike Ferland (Mail); 2. Scott Johnston (Mail); 3. Pete Hann (Mail).
50 NOV: 1. Mark Connelly (Hon).
80 NOV: 1. Larry Azevedo (Suz); 2. Rich Jones; 3. Steve McCrory (Suz).
80 JR: 1. Ernie Cervantes III (Yam); 2. Gary Smith (Yam); 3. Kevin Snider (Yam).
80 EX: 1. Tim Aston (Yam); 2. Randy Kay (Yam); 3. Phillip Saldivar (Yam).
OPEN EX: 1. Eric McKenna (Mail); 2. George McNamara (Yam); 3. Pat O'Donnel (Mail).
100 NOV: 1. Jamie Aldeman (Suz); 2. Brian Carr (Yam); 3. Todd Eckles (Yam).
100 JR: 1. Robb Foesberg (Suz).
100 EX: 1. Ray Freitas (Suz).
PP NOV: 1. Alisa Sandoval (Kaw); 2. Jeri Marquardt (Hon); 3. Debbie Arvogast (Yam).
PP EX: 1. Jeanie Morgan (Kaw); 2. Debbie Jamerson (Yam).
125 NOV DIV 1: 1. Ken Cummins (Yam); 2. Richard Fox (Yam); 3. Emmett Ramirez (Suz).
VETS NOV: 1. Bernie Franza (Yam); 2. Bob Del Re (Kaw); 3. Sudden Huddon (Kaw).
VETS JR: 1. Charles Perkins (Mail); 2. Harv Dunham (Mail); 3. Jim Arbogast (Mail).
VETS EX: 1. Bill Grigg (Mail); 2. Jim McClinton (Mail); 3. Maury Deatrick (Hon).
OT NOV: 1. Gene Wells; 2. John Weitz; 3. Robert Wood (Suz).
OT JR: 1. Philip Frisbie (Hus); 2. Mike McKee (Yam); 3. R.T. Gelatly (Mail).
OT EX: 1. Jim Saitone (Mail); 2. Bill McClinton (Mail); 3. Larry Bubak (Yam).
125 NOV DIV 1: 1. Greg Michalec (Suz); 2. Shane Einevoll (Yam); 3. Will Coates (Suz).

- 125 JR: 1. Charlie Godbee (Suz); 2. Ted Stec (Yam); 3. Rod Hammond (Suz).
125 EX: 1. Steve Vlahos (Suz); 2. Rodney Smith (Yam); 3. Spoof Pena (KTM).
250 NOV DIV 1: 1. Bob Gryalia (Yam); 2. Bennie Manzaneres (Yam); 3. Lance West (Suz).
250 NOV DIV 2: 1. Phil Hart (Suz); 2. LaRoy DeLeon (Yam); 3. Bernie Franza (Kaw).
250 JR: 1. Scott Castaneda (Yam); 2. Glen Davis (Yam); 3. Glen Reed (Hon).
250 EX: 1. Brad Emery (Yam); 2. Eric McKenna (Mail); 3. George McNamara (Yam).

Davis demolishes E.R.A. MX

By Clay and Suanne Light
EUGENE, OR, APR. 5

Roseburg's Roy Davis took advantage of a break in weather to take the 125cc Pro class at today's E.R.A. motocross. Kevin Jansen took his Kawasaki to uncontested wins in the 250cc Pro class and Duane Taylor took his Honda to the winner's circle in the 125cc Intermediate class due to usual winner Terry Baker's absence.

In 125cc Pro action, Joe Spangler (Eugene Suz) got the holeshot with Roy Davis (Davis Discount/Yam) hot on his tail. In third, Kent Egli kept his new Suzuki Floater ahead of Jim Wiant (Suz) and Loch Names (Yam of Springfield). Throughout the moto, Davis made many attempts at stealing the lead from Spangler but couldn't close the gap on the Suzuki pilot. Egli tried to keep Davis in sight but couldn't get the job done as time ran out. At the flag, Spangler took the moto win followed by Davis, Egli, Wiant and Names.

Second time out, Davis took the lead and kept it to himself throughout the race. Wiant held down second this time as Spangler followed him trying to go for the pass. Spangler couldn't do it and ended up on the ground and out of contention letting Names and Egli by also, ruining his chance for the overall. Spangler re-entered the race in fifth, while Davis disappeared from the others. Taking the second moto win was Davis followed by Wiant, Names, Egli and Spangler. Overall it was Davis (2-1), Wiant (4-2) and Spangler (1-5).

In 250cc Pro action, Kevin Jansen (Kaw) of Beaverton went uncontested going for a double moto romp embarrassing the 250cc Intermediate riders who were also in the combined race. Jansen stretched out huge leads both races.

Duane Taylor (Honda of Eugene) went to the front of the 125cc Intermediate pack with Mike Burk (Eugene Suzuki) and Mark Esterberg (Thesins Eugene) following closely. Kawasaki rider Jody Jammison held down fourth throughout the moto. Second moto positions were the same as Taylor ran away with this one and Burk and Esterberg following closely at the flag.

Young Jeff Daily of Springfield doubled in the Pee Wee class and also in the Mini Novice action.

- Results**
PEE WEE: 1. Jeff Daily (Yam); 2. Morty Spalding (Yam); 3. Darren Davis (Yam).
MINI NOV/BEG: 1. Jeff Daily (Yam); 2. Brad Cox (Kaw); 3. Todd Krenek (Kaw).
MINI INT: 1. Billy Boresek (Yam); 2. Daren Fleming (Suz).
100 NOV: 1. Dave Frisendahl (Yam).
100 INT: 1. Jim Kragness (Yam); 2. Kevin Maillard (Suz).
125 JR: 1. John Woodley (Hon); 2. Rick Gunderson (Suz); 3. David Telford (Yam).
125 INT: 1. Dwane Taylor (Hon); 2. Mike Burk (Suz); 3. Mark Esterberg (Yam).
125 PRO: 1. Roy Davis (Yam); 2. Jim Wiant (Suz); 3. Joe Spangler (Suz).
250 NOV: 1. Kent Chapman (Yam); 2. Drew Barney (Hon); 3. Mike Obie (Yam).
250 INT: 1. Mike Roberson (Yam); 2. Ben Grable (Hon); 3. Gary Bault (Yam).
250 PRO: 1. Mike Comelius (KTM); 2. Mark Cogburn (Yam); 3. Larry McColloch (Mail).
30-40: 1. Jim Spalding (Yam); 2. Leroy Daily (Yam); 3. Lee Freese (Yam).

Dillon bags Bagdad 100

By Steve Hammer
MARSING, ID, MAR. 29

Idaho desert club, The Desert Raiders, surprised everyone by setting up a race in a totally new area. Most local riders had never been out to the area, south of Marsing, let alone raced on it. Naturally, the 70 racers who lined up for the start were a little apprehensive about what the terrain would be like.

At 11 a.m. the banner dropped and the pack roared off to ride the first of four 20-mile laps. As the dust cleared, local hero Ron Dillon sat on the line trying to bring his big white YZ493 to life. Finally after about 15 kicks, it gurgled, and he took off playing catch-up.

Out front, locals Steve Henry (125 Hon), Howard Pickett (250 Hon) and Dan Davis (200 Yam) were duking it out. The course was very tight and rocky and the little bikes were doing just fine. About 15 miles out, who should appear leading the pack but Don Dillon! Apparently, the rocks didn't keep him from passing a few people and with Henry chasing him, the duo began to pull away from the rest of the racers.

They came into the pits together, but Henry's little Honda couldn't run two laps without refueling, whereas Dillon could. This proved to be Henry's undoing as he crashed into a rock trying to catch back up to the new leader, Dillon. The impact broke his foot in two places, but he rode another 60 miles to finish eighth overall, amazing! Bad luck also struck leading 250cc rider Howard Pickett as he fell on a rock near the end of lap one, ripping his leg open and ending his ride.

As the race progressed, a number of riders moved into the top 10, among these eventual 125cc winner Robert Nancolas (125 Yam) and 250cc Novice winner Doug Roberts (250 Kaw). Darrel Lankford again led the Senior class and finished a super fourth overall. Dan Davis (a new up-and-coming star) topped the 200cc class, and another rider who is showing super progress, John Hunter, quietly slipped his 390 Husky into second overall, second Open Expert. Another rider to be noticed was Mark Miller (390 Hus), who drove down from Wendle, ID to win the Open Novice class.

Overall, most of the riders were pleased with the new ground. It is quite rocky, as the number of injuries and flat tires pointed out, but the terrain is quite interesting, and the course was well thought out. Dust is getting to be a problem already this spring, and we'll have to see if all the races are going to be dry this year; let's hope not!

- Results**
OVERALL: 1. Ron Dillon (Yam); 2. John Hunter (Hus); 3. Robert Nancolas (Yam); 4. Darrel Lankford (Suz); 5. Doug Roberts (Kaw); 6. Mike Kelly (Suz); 7. Clint Stephen (Hon); 8. Steve Henry (Hon); 9. Dan Davis (Yam); 10. Randy Conner (Yam).
MINI: 1. Dan Huskey (Yam); 2. Tom Hiler (Kaw); 3. Mark Hendrickson (Yam).
125: 1. Robert Nancolas (Yam); 2. Steve Henry (Hon); 3. Randy Conner (Yam).
VETS (2 LAPS): 1. Roger Brown (Hus); 2. Charles Shepherd (Kaw); 3. Dean Huskey (Hus).
200: 1. Dan Davis (Yam); 2. Chuck Randolph (Kaw); 3. Jack Hiler (Kaw).
250 NOV: 1. Doug Roberts (Kaw); 2. Jerry Clark (Kaw); 3. Rick Bucknell (Hon).
250 EX: 1. Larry Grossbeck (Yam); 2. Skip Kellogg (Hus); 3. Dennis Edwards (Yam).
OPEN NOV: 1. Mark Miller (Hus); 2. Rod Cada (Yam); 3. Gary Friedley (Hus).
OPEN EX: 1. Ron Dillon (Yam); 2. John Hunter (Hus); 3. Clint Stephen (Hon).
SRS: 1. Darrel Lankford (Suz); 2. Ollie Todd (Hus); 3. Bud Sparks (Suz).
POWDER PUFF: 1. Arlene Gibson (Suz).

Central Pipeline

Butler and Spencer smoke Tex-AMA opener

By Charlie Wiese
DALLAS, TX, APR. 5

Some of Texas' finest were at Wolfcreek for Tommy Conner's Tex-AMA series opener and the fantastic 500 plus rider turnout was a reflection of the intense racing throughout the day. Yes, the starting gate from Micro to Open looked like a "Who's Who in Texas Motocross" with several classes being split, and in 125 and 250cc Pro action, qualifiers had to be run. "Too Tough" Tim Butler (Yam) took the 125cc honors and Kirk "Superman" Spencer (Yam) took home the big bucks by taking 250 and Open Pro overalls to pad his wallet with green gold.

The intense racing didn't begin and end with the Pro classes, however. Notable efforts came from rider after rider and among the most notable or outstanding was Micro Mini speedster Cody Marek and his Rose Rich/Yamaha support YZ who charged from behind for a pair of wins.

Cody's brother Stacey was another standout as he devastated Group A in Mini Senior action aboard another Rose Rich/Yamaha support bike. Group B and the Mini Stock classes were led brilliantly by Mr. Mini Bike, Bryan "Boom Boom" Abernathy who took his Yamaha support/Arlington Yamaha to the victory circle ahead of Richardson Kawasaki's "Racin' Jason" Upshaw in the Modified and Rose Rich Yamaha's Jeff Gibson in the Stock class. Putting a wrap on outstanding Mini rider performances was Mini Junior hotshoe Darrin Champagne (Yam) whose 3-1 effort tells the story as Champagne proved he was race ready when he came back in round two for the win.

Outstanding efforts at Wolfcreek were as common as nose bleeds in boxing or knee injuries in football with "Just Plain" Mike Foytik taking his L.C.S. Big Town Suzuki to wins in 125cc Stock and 125cc Intermediate Group A action. Ed Brake (Suz) and his Dallas Suzuki applied the pressure in the Stock class with Team W.R.W.'s "Radical" Russell Brown (Yam) in Foytik's roost in 125cc Intermediate.

125cc Intermediate Goup B had Carter Yamaha's Mike Payne piloting his yellow bird to victory circle as round one winner Ed "No" Brake (Suz) settled in second after two rounds of racing. Another standout in the amateur ranks was Corpus Christi's Woody Atwood (Yam) who took the tough 250cc Stock and 250cc Intermediate Group A classes, and Jon Kindhart (Yam) who devastated Group B of 250cc Intermediate, winning by some 25 seconds.

Rounding out the amateur portion of the program was Kevin Shelburne (Yam) who led a large field of 250cc Novices to the winner's circle in each round as Mike Franks (Kaw) led the "over the hill" Over 30 riders to the winner's circle.

An intense, uneasy, nervous feeling was commonplace as the 125cc Pros lined up for their qualifiers. The feeling wasn't limited to those waiting in line at the staging area or at the rest-room with anticipation of the racing to come. As Group A of the 125cc Pros rounded turn one in their seven-lap qualifier, several thought what they had come to see — a "Flyin' Bryan"

Taylor (Suz) aerial display — was over. Taylor found himself on the ground as the group rounded turn one. Seven laps later, "Brilliant Bryan" headed the field as they took the checkers with Mike Clements (Suz) a close second and Mark "Peaches" Rakestraw (Yam) third.

Group B qualifier had similar lap times. However, "Too Tough" Tim Butler aboard his rocket ship from Big "D" Yamaha finished well ahead of second place rider Keith Eldred (Yam) from Pearland.

Round two had speculators wondering if the classic duel between Butler and Taylor would materialize. It began with Consolation winner Steve Gauthier (Suz) grabbing the holeshot only to succumb to Too Tough's pressure. The anticipated duel failed to surface when Taylor, Gauthier and Eldred collided on a downhill while chasing a fleeing Butler. The tenseness continued until the checkers came with Clements keeping Butler honest. A distant third was John Bersch (Hon) with Chuck "The Hulk" Dawson (Yam) taking his Big "D" mount to fourth. Overall it was Butler, Clements, Bersch, Rakestraw, Dawson, Brad Horton (Yam) and Mike McIntyre (Yam).

Spectators had just enough time to catch their breath before the start of the 250cc Pro qualifiers, the exciting round two being referred to as "the best race of the day." Qualifying in round one meant finishing in the top 12 so only half the field qualified for round two. Group A winner Ricky Blackwell (Yam), with only two laps of practice, rode flawlessly to victory after taking command early. Blackwell held on for the duration with Mark Rakestraw second, Kirk Dillon (Yam) from Big "D" third and Monte Anderson from Carter's fourth.

Group B qualifier had Kirk "Superman" Spencer (Yam) taking top honors with D & S Cycles' "Gassin' Glen" Goodier (Hon) in second, Race Ready's Sean O'Brien (Yam) in third and El Paso's Maby McIntyre (Yam) fourth.

Round two separated the men from the boys as Ricky Glaser (Yam) took the holeshot and never looked back. Just behind Glaser is where the racing took place as Nick "The Stick" Cordova, Spencer and "Collision Course" Craig Riddle (Kaw) battled. What became a four-way battle for the lead climaxed with less than a lap to go when "Superman" took the high line around "The Stick" with "Collision Course" taking notes in fourth as Glaser managed to hold off the hard charging group. Overall it was Spencer faster than a speeding bullet in first, Blackwell, Glaser, Cordova, Alley Semar (Yam), Rakestraw and Monte Anderson.

As the sun dipped low in the sky, the Open Pros finished what was a draining day of racing. More powerful than a locomotive, Spencer made it a double, without taking a drink, as he took top honors in Open Pro action as well. Spencer moved into the lead early in round one and held for the duration and teammate Monte Anderson (Yam) moved to second as he continues his comeback climb. Goodier (Hon) finished third in the talented field of veterans.

Round two, the racing got intense with the sun adding a little mystery as to where the berms actually were. Darren "The Spoiler" Rhoten (Yam) held the fast lane as he came back to old form after a fifth in round one to win round two. Overall winner Spencer settle for second, and Anderson moved to third with "Gassin' Glen"

in fourth. Overall it was "Superman" Spencer, Anderson, "The Spoiler" Rhoten, "Gassin' Glen" and "Maby-so, Maby-not" McIntyre who really came on strong in rapid round two.

Results

MICRO MINI: 1. Cody Marek (Yam); 2. Clay Branch (Suz); 3. Eric Culver (Yam).
MINI SR A: 1. Stacy Marek (Yam); 2. Rusty Dovell (Suz); 3. Phill Dillon (Yam).
MINI SR B: 1. Bryan Abernathy (Yam); 2. Jason Upshaw (Kaw); 3. Kit Vik (Yam).
MINI JR: 1. Darrin Champagne (Yam); 2. Clay Branch (Suz); 3. Cody Marek (Yam).
MINI STOCK: 1. Bryan Abernathy (Yam); 2. Jeff Gibson (Yam); 3. Stacy Marek (Yam).
100 NOV: 1. Ken Fox (Yam); 2. Jon Davenport (Yam); 3. Skipper Beavers (Suz).
OVER 30: 1. Mike Franks (Kaw); 2. Greg Graham (Hus); 3. Tom Hollister (Yam).
125 STOCK: 1. Mike Foytik (Suz); 2. Ed Brake (Suz); 3. Russell Brown (Yam).
125 NOV A: 1. Jeff Barker (Suz); 2. Mark Terry (Suz); 3. Bobby Geckler (Suz).
125 NOV B: 1. Darin Williams (Yam); 2. Jerry Moody (Hon); 3. James Baldrige (Yam).
250 STOCK: 1. Woody Atwood (Yam); 2. Rob Leasure (Yam); 3. Tommy Hudson (Yam).
250 NOV: 1. Kevin Shelburne (Yam); 2. Dan Brasfield (Hon); 3. Scott Hester (Yam).
OPEN NOV: 1. Bob Rhine (Yam); 2. David Hubbard (Hon); 3. Roger Olson (Yam).
125 INT A: 1. Mike Foytik (Suz); 2. Russell Brown (Yam); 3. Stuart McAvoy (Suz).
125 INT B: 1. Mike Payne (Yam); 2. Ed Brake (Suz); 3. Tim Scott (Hon).
125 PROS: 1. Tim Butler (Yam); 2. Mike Clements (Suz); 3. John Bersch (Hon).
250 INT A: 1. Woody Atwood (Yam); 2. Greg Williams (Yam); 3. Dan Gibson (Hon).
250 INT B: 1. John Kindhart (Yam); 2. Gene Goodier (Hon); 3. Randy Squier (Hon).
250 PRO: 1. Kirk Spencer (Yam); 2. Rick Blackwell (Yam); 3. Ricky Glaser (Yam).
OPEN INT: 1. Kelly Glenn (Mail); 2. Butch Jennings (Yam); 3. David Banton (Hon).
OPEN PRO: 1. Kirk Spencer (Yam); 2. Monte Anderson (Yam); 3. Darren Rhoten (Yam).

Stutts steals Capitol City night MX

By Karel Kramer

AUSTIN, TX, APR. 4

The proverbial weakest link cost Houston's Ricky Glaser a well deserved win Saturday night when his YZ250H Yamaha coasted powerless to the side of the track with a broken chain at Capitol City's night motocross.

Glaser celebrated his return to Austin, where he broke his leg last year, by attacking the first turn with a holeshot in the first Expert moto. Jan Johnson gassed his YZ250 out of the first turn in second with Husky support rider Kevin Horton and David Stutts (YZ465) tucking in behind.

Jack Beckham, Austin's fastest rising star, powered his 490 Maico into fifth place and glued himself to Stutts. Both riders began slicing up traffic to grab second and third on the second lap leaving Horton and Johnston fighting for fourth and fifth. Stutts stretched a big lead while Beckham was stuck behind Johnson, but Beckham reeled in 100 yards of that lead in one lap after passing Johnson.

After landing from a skyshot jump, Glaser and his chain parted company giving the lead to Stutts. By this time, Beckham was right on Stutts' fender and they were doing some serious racing! Beckham's Maico tore up the tight turns, but Stutts just gassed his Yamaha harder down the straight keeping things even.

Beckham tried to motor past Stutts, getting right on his tail going through the sweeper leading onto the back straight. Just as Beckham closed up, Stutts went down on the low side sending Beckham cartwheeling off the track.

With Beckham and his Maico wadded up 50 feet off the track, Stutts picked his bike up and cruised in for the win. Beckham got up and finished but did not return for the second

moto. Stutts immediately went to see if Beckham was all right before returning to his own pits.

Jerry Farmer moved past Johnson and Horton late in the moto to finish second. Horton tried every line on the track before settling for fourth behind Johnson.

In spite of having last pick at the line due to his first moto DNF, Glaser powered to another devastating holeshot. Horton stuffed his Husky into second with Jerry Farmer and Stutts right behind.

Glaser pulled out a big lead during the first lap while the next three riders fought for position. Stutts got around Farmer and dove inside in the first turn to pass Horton. Glaser continued to stretch his lead to three-quarters of a lap over everyone but Stutts. Stutts closed to within a quarter lap but got no closer.

Glaser held on to win with Stutts second and Horton third. Stutts took the overall with Farmer second and Horton third.

Four other riders put in fine rides to win both motos of their respective classes. Lester Munson and his Can-Am laid waste to the Over 30 class with holeshots and giant leads in both motos. Greg Beach made his return to Austin after a long absence and swept the 250cc Novice class on his old Honda after battles with Ralph Rust (Hon) and David Reneau (Yam). Rusty Burns dominated the 125cc Novice class and Hardluck Pitts returned from South America to destroy the Mini Senior class.

Austin's weather is just coming into its own and there should be some good racing. See ya' all there.

Results

MINI JR: 1. Dino Farmer (Yam); 2. Jason Krempin (Suz); 3. Dustin Ward (Yam).
MINI SR: 1. Hardluck Pitts (Kaw); 2. Warren Walker (Hon).
100 NOV: 1. Bubba Miller (Yam); 2. Dave Hollingsworth (Suz).
125 NOV: 1. Rusty Burns (Suz); 2. Ross Stoval (Suz); 3. Kevin Farmer (Yam).
250 NOV: 1. Greg Beach (Hon); 2. Ralph Rust (Hon); 3. David Reneau (Yam).
INT: 1. Lynn Bailey (Yam); 2. Mark Lindsley (Hon); 3. Jeff Mills (C-A).
OPEN: 1. Steve Cardwell (Yam); 2. Andy Thompson (Yam).
250/OPEN EX: 1. David Stutts (Yam); 2. Jerry Farmer (Yam); 3. Kevin Horton (Hus).
125 EX: 1. John Ham (Yam); 2. Mark Brown (Suz); 3. Frank Tello (Suz).
OVER 30: 1. Lester Munson (C-A); 2. Loyd Longmire (Yam); 3. Danny Atkins (Yam).

Hendricks, Myers, Dennison pulverize Ponca City MX

By Rebecca Sands

PONCA CITY, OK, MAR. 29

The weather was shaky, but the riders weren't at the Ponca City Motocross which drew some fine riders. 250cc Expert Alvin Myers' (Yam) competitive spirit in both motos today rewarded him with 1-1 wins. Steve Hendricks (Yam), constantly pushing, did some good riding, but Myers' blocking never let up. Hendricks placed 2-2, and Kin Blevins (Kaw) ran 3-3.

Shawnee's Nate Britt (Yam) controlled the Open Expert class' first moto until falling. Guy Cooper (Hon) took over to win. Pete Watson (Yam) advanced to finish second, Mark Dennison (Yam) third and Britt fourth.

Pete Watson (Yam) grabbed the lead in the second moto followed by Dennison, Britt and Chuck Hoenshell (Yam). Britt, again having problems, dropped back. Dennison went around Britt and Watson to win. Hoenshell really rode that Yamaha and finished second with Watson third, Britt fourth.

Tommy Newman (Yam) shot into the lead of the first Senior Minibike moto before Michael Hammer (Yam) got serious, pressed and passed Newman. Newman pressed harder, got back around and led to the finish. Bobby Lowman (Kaw) took third.

Chuck Jones (Kaw) pulled the hole-shot in the second moto with Newman and Baxter following. Newman wouldn't let up and passed for the lead. Jones finished second with Baxter third.

Tony Lucente (Yam) grabbed the holeshot and held on to win the first moto of 125cc Expert. Dennis Daft (Yam) rode in second with Steve Hendricks (Yam) sticking close. Bob Sanford (Suz) had a small misunderstanding with the gate, got up and quickly moved through the pack to fourth place. Hendricks got around Daft to claim second.

The second moto, Sanford pulled the holeshot and rode to earn first across the checkers. Hendricks rode all the way in second to earn first overall. Chris Brisen (Kaw) finished third and Louis Kebert (Kaw) worked up to fourth.

Results

PEE WEE: 1. Lance Owens (Yam); 2. Scott Belair (Suz); 3. Todd Horn (Yam).

MINI MINI: 1. Tornado Allen (Yam); 2. Ron Ainsworth (Yam); 3. Chris Horn (Yam).

MINI JR: 1. Michael Hammer (Yam); 2. Brent Horn (Yam); 3. Kenny Butler (Yam).

STOCK MINI: 1. Bobby Lowman (Kaw); 2. Chuck Jones (Kaw); 3. Kent Strand.

MINI SR: 1. Tommy Newman (Yam); 2. Michael Hammer (Yam); 3. Chuck Jones (Kaw).

100 AM: 1. Mark Gilliland (Yam); 2. Richie Shelton (Suz); 3. Jeff Henke (Yam).

OVER 30: 1. Kenny Butler (Mail); 2. Danny McNutt (Yam); 3. Joe Hollingsworth (Yam).

125 NOV: 1. Scott Roberts (Suz); 2. David Gall (Suz); 3. Dwight Simpson (Suz).

125 AM: 1. Adam Stout (Kaw); 2. Doug Fellers (Kaw); 3. Kevin Curry (Yam).

125 EX: 1. Steve Hendricks (Yam); 2. Bob Sanford (Suz); 3. Chris Brisen (Kaw).

250 NOV: 1. Scott South (Yam); 2. Todd Thornburgh (Yam); 3. David Freeling (Kaw).

250 AM: 1. Richard Hopkins (Kaw); 2. Steve Davis (Kaw); 3. Jeff Topper (Kaw).

250 EX: 1. Alvin Myers (Yam); 2. Steve Hendricks (Yam); 3. Kim Blevins (Kaw).

OPEN AM: 1. Steve Davis (Kaw); 2. Richard Hopkins (Kaw); 3. Tony McGugan (Yam).

OPEN EX: 1. Mark Dennison (Yam); 2. Pete Watson (Yam); 3. Guy Cooper (Hon).

Topliff tops in Texas HC

By Diane Polley

MUENSTER, TX, MAR. 29

The first Texas Hillclimbers climb of the season was very successful for everyone. Over 100 riders turned out to challenge the 320-foot hill at Red River Cycle Ranch. Nebraska and Iowa were represented by several riders anxious to get climbing. Gary Waddell brought his new 1100cc-plus custom built Yamaha down for a try. It is definitely one of a kind.

The THA had changed the make-up of their classes in an effort to make a place for everyone. There are two divisions — Stock and Modified. There are four classes in the Stock division (125, 185, 250 and Open). To qualify for these classes, the bikes must have stock size wheels and most important of all must not be extended.

Several riders tried out special combinations in the Exhibition class in preparation for the Widowmaker. James Blanton debuted a 900cc Triumph running on alcohol and pulling chains. It had a special swingarm and on his last run the shock mounts broke. Blanton still had a good run and seemed pleased with the engine.

Henry Polley's SC500 Yamaha sported three shocks, a super-long hand made swingarm and a metal paddle tire. He was satisfied with its perfor-

mance but the surface of the hill was not suited to the paddles.

A good rain Saturday made the hill tacky and traction was no problem. Nearly everyone had faster runs on their second tries after the hill had dried a little. Gene Topliff, riding a Triumph in the 750cc class, was one exception. He made a beautiful run and when the clocks stopped, it had taken him 6.15 seconds to go 320 feet.

For the rest of the first round, the riders tried to catch him. Duffy Douglas and his 465 Yamaha came closest in the Exhibition class and gave the other riders lots of hope. Douglas topped the hill in 6.20 seconds.

The second round became exciting during the 370cc class. After a disappointing first ride, Mike Polley hit the top in 6.65 seconds on his Bultaco to take the win by a big margin. If the other riders could improve a little, Topliff would be in trouble.

Duffy Douglas repeated his Exhibition ride in the 500cc class. He seemed to have his 465 figured out. His time for the win was 6.24 seconds. John Blanton on his 465 was second with a ride that took 6.37 seconds.

Topliff could not repeat his fast run the second time. Even though several riders significantly improved their rides, no one could knock Topliff out of first. Mike Polley used a 750 Kawasaki to top the hill in 6.23 seconds for second while George Carlisle took his Triumph over in 6.44 seconds for third.

The Open class riders could not get it together even though it seemed to be their kind of hill. That left the Exhibition riders to do the job. It looked for a split second like George Carlisle and his 1000cc Triumph had a chance near the end of the class. But somehow after a super holeshot, he got crossed up and stopped abruptly in a rut at about 150 feet.

Gary Waddell made an easy run up the hill the first time feeling out both the hill and his radically modified Yamaha XS11. He waited until nearly the end of the climb to try again. He looked over the first 100 or so feet of the hill and decided to start a few inches away from the most popular spot. He worked his spot over, brought up his tricked out Yamaha (he has gotten just a bit lazy and instead of kick starting, he's modified a chain saw with a ratchet assembly that attaches to the side of the engine to start it). His holeshot was beautiful. The chains were working well and then the gremlin that got Carlisle got him. Waddell's beautiful, powerful bike landed in the same spot.

That left Topliff and his Triumph on top at the first Texas hillclimb of the season. See you May 24.

Results

TOP TIME: Gene Topliff (Tri) 6.15.

STOCK CLASSES

125: 1. Steve Higgs (Suz) 9.27 sec.; 2. Ricky Tanner (Suz) 9.64 sec.; 3. Charles Dawes (Hon) 10.21.

185: 1. Billy Cross (Yam) 9.93 sec.

250: 1. Marc Mcheskey (Mail) 7.73 sec.; 2. Don Taylor 8.35; 3. Lester Williams (Suz) 8.53.

OPEN: 1. Rob Fowler (Yam) 7.93; 2. Jerry Cruise (Suz) 7.98; 3. James Blanton (Yam) 8.33.

MODIFIED CLASSES

65: 1. Brian Nichols (Suz) 14.30 sec.; 2. Terry Hammack (Yam) 252 ft.; 3. Amy Cooper (Suz) 190 ft.

80: 1. Charles Dawes (Yam) 8.64 sec.; 2. Alan Powers (Yam) 9.64; 3. Rodney Dawes (Yam) 10.05.

100: 1. Jackie Anderson (Yam) 8.50; 2. Rodney Dawes (Yam) 9.98; 3. Donnie Pardue (Yam) 16.15.

125: 1. Darrall Headrick (Yam) 8.65; 2. Dee Gottschalk (Suz) 8.67; 3. Ricky Tanner (Suz) 8.76.

250: 1. David Anderson (Hon) 7.07; 2. James Woodruff (Suz) 7.36; 3. James McClendon (C-A) 7.5904.

370: 1. Mike Polley (Bul) 6.65; 2. Cleve Martin (Bul) 7.12; 3. Maris Massengill (Suz) 7.16.

500: 1. Duffy Douglas (Yam) 6.24; 2. John Blanton (Yam) 6.37; 3. Gary Waddell (Yam) 6.49.

750: 1. Gene Topliff (Tri) 6.15; 2. Mike Polley (Kaw) 6.23; 3. George Carlisle (Tri) 6.44.

OPEN: 1. Tom Anderson (Tri) 6.40; 2. Pat Farris (Tri) 6.41; 3. John Blanton (Tri) 6.45.

EXHIBITION: 1. Duffy Douglas (Yam) 6.20; 2. Tom Anderson (Tri) 6.22; 3. Gene Topliff (Tri) 6.26.

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RESULTS

Spanaway Moto-cross Track Spanaway, WA Mar. 28, 1981 By Kathie Swanson

PEE WEE	
Steve Korock	Suz
Shawn Dempsey	Suz
Cory Lee Bartlett	Suz
MINI JR	
Jim Shuyler	Yam
Bill Dempsey	Suz
Les Johnson	Yam
MINI INT	
Todd Hoover	Kaw
Terry Swanson	Yam
Tracy Bethel	Kaw
MINI EX	
Steve Oster	Yam
100 JR	
Gregg Willey	Suz
Rob Stephenson	Suz
Les Yokum	Suz
100 B	
David Froembling	Suz
Bob Korock	Suz
Dean Spears	Suz
100 A	
Jeff Chapman	Suz
125 JR	
Ron Howick	Suz
Marshall Faure	Hon
Tony McCaulley	Yam
125 B	
Norm Enders	Suz
Chad Paine	Suz
Creg Steele	Suz
125 A	
Lance Richotte	Suz
Jeff Heath	Hon
Jeff Chapman	Suz
125 PRO	
Bob Buffaloe	Yam
Don Gores	Yam
Wes Clark	Suz
250 B	
Logan Edrington	Kaw
Terry Calloway	Yam
Greg Johnson	Hon
250 A	
Don Anoblauch	Yam
Chuck Dubois	Mai
Verl Hamilton	C-A
250 PRO	
Bob Buffaloe	Yam
Scott Tyler	Mai
Ken Almquist	Hon
OPEN B	
Don Coleman	Suz
Kurt Almquist	Mai
Greg Johnson	Hon
OPEN EX	
Mark Envolson	Mai
Bob White	Mai
Ron Burkett	Mai
OPEN PRO	
Terry Ducker	Yam
Michael Hurlbert	Kaw
OTH	
Joe Poole	Yam
Robert Quarterman	Yam
John Collum	Yam
OT	
Bob White	Mai

Motocross Fort Calhoun Motosports Park Fort Calhoun, NB Mar. 29, 1981 By Kent Taylor

MINI A 12-16	
Todd Heeren	Yam
Mark Poling	Yam
Steve Week	Yam
Marty Chalupa	Suz
Steve Spiering	Yam
100	
John Graybill	Yam
Scott Zych	Suz
Dave Base	Yam
Rusty Armstrong	Suz
Alan Fmura	Yam
125 C	
Brian Hytrek	Yam
Todd Cymboluk	Yam
Mike Karls	Yam
Jeff Bender	Yam
Allen Douglas	Suz
125 B	
Gary Shellberg	Suz
Mark Riedeman	Yam
Lance Tucker	Yam
Eric Sanders	Yam
Eric Odenas	Yam
125 A	
Don Wipf	Yam
Randy Golden	Suz
Chuck Fricke	Yam
Tom Keating	Yam
Rick Tierney	Yam
250 B	
Brian Mangan	Hon
Steve Murray	KTM
Ron Kasper	Yam
Kenny Williamson	Suz

Todd Memming	Suz
250 A	
Don Wipf	Yam
Greg Theiss	Hon
Terry Hobbs	Hon
Terry Sims	Suz
Greg Baade	Suz
OPEN B	
Jeff Johnson	Yam
Joe Proshovec	Hon
Tom Portz	Yam
Jim Crist	Suz
Bob Edwards	Yam
OPEN A	
Brad Bendy	Yam
Terry Hobbs	Hon
Phil Greene	Kaw
Jay Knapp	Yam
Steve Ruhl	Yam
OVER 30	
Don Meredith	Yam
Don Barickman	Mai
Lynn Larson	Yam
David Taylor	Yam
Stan Truska	Yam
ENDURO	
Doug Nicholas	Yam
Jerry Lunde	Yam
Phillips Kreifels	Suz
Mike Hughes	Yam
Mike Fackler	Kaw

Motocross Sand Hill Ranch Brentwood, CA Mar. 29, 1981 By Jeri Hopper

EX	
Joe McCrummer	Hon
Mike Halliday	Hon
80 NOV	
Mike Pascarella	Yam
Tyrome Earl	Yam
Rich Cascio	Yam
80 JR	
Chris Plain	Yam
80 EX	
Curt Bissell	Kaw
125 NOV	
George Hooper	Yam
Doug Hamilton	Suz
125 JR	
Jan Nagman	Hon
Doug Whaley	Yam
VET NOV	
Rob Bivinbark	Yam
VET JR	
Bob Porter	Mai
VET EX	
Duane Spence	Yam
250 NOV	
Rob Schruer	Hon
Curt Biro	Yam
Mark De Renne	Suz
OPEN NOV	
Jim La Monir	Yam
OPEN JR	
Craig Connelly	Yam

1980 D-27 Results By Dick Thompson

MOTOCROSS	
SMALL WHEEL	
1. B. Anton	
2. W. Manning	
3. Greg Fraser	
4. D. Hanson	
5. J. Slane	
MINI A	
1. Dennis Fennell	
2. Rich Albee	
3. Eric Hall	
4. Bruce Worrall	
5. R. Johnson	
MINI B	
1. Rich Celorie	
2. Jim Munson	
3. R. Hope	
4. D. Lang	
5. M. Hill	
100 B	
1. Rich Celorie	
2. Jim Munson	
3. R. Hope	
4. D. Lang	
5. M. Hill	
100 A	
1. Randy Fleischer	
2. Dennis Fennell	
3. Brad Lemieux	
4. Wes Clark	
5. Jeff Chapman	
100 B	
1. Kevin Dilday	
2. T. Steinbach	
3. J. Darks	
4. S. Thiele	
5. Wade Janssen	
125 A	
1. Rob Manning	
2. Randy Fleischer	
3. Bruce McGonigal	
4. Eric Hall	
5. Bob Williams	
125 B	
1. A. Kibble	
2. Kevin Rinkel	
3. Jim Mix	

4. Tony Janssen	
5. Dennis Lang	
250 A	
1. John Christian, Jr.	
2. Bill Williams	
3. Rob Manning	
4. R. Hubbard	
5. Gary Bosler	
250 B	
1. Paul Stuen	
2. J. Brockmeier	
3. Tim Frank	
4. D. Lockman	
5. Bob Wilson	
OPEN A	
1. Brian Doyle	
2. Dennis Howat	
3. Gary Demuth	
4. Rich Axelson	
5. Brad Whitney	
OPEN B	
1. Gary Carter	
2. Tony Houseman	
3. Rob Bryant	
4. S. McCauley	
5. Larry Duronso	
DIRT TRACK	
SMALL WHEEL	
1. Darreyl Davis	
2. Greg Fraser	
3. Tony Major	
4. Tony Wiley, Jr.	
5. S. Peterson	
MINI A	
1. Darreyl Davis	
2. Wayne Marks	
3. Greg Fraser	
4. Rob Steele	
5. Rich Duncan	
MINI B	
1. Tony Dickinson	
2. J. Goodwin	
3. Kevin Thornton	
4. Darreyl Davis	
5. Wayne Marks	
100 A	
1. Dan Cordell	
2. Darreyl Davis	
3. Vince Geldner	
4. Kevin Thornton	
5. Eddie Diamond	
5. Jeff Chapman	
125 A	
1. Lance Strong	
2. Duane Gerrard	
3. Todd Hagman	
5. Vince Geldner	
125 B	
1. Dan Fry	
2. Paul Curnett	
3. C. Larsen	
4. S. Stewart	
5. J. Teegarden	
200 A	
1. Karl Cuzick	
2. Mickey Dunlap	
3. Cliff Blakemore	
4. Ralph Dunlap	
5. Mike Felt	
200 B	
1. Mark Gerrard	
2. Cory Canopy	
3. Randy McConnell	
4. A. Wilson	
5. T. Hart	
250 A	
1. Randy Green	
2. Kirk Strong	
3. Jeff Hardan	
4. Duane Gerrard	
5. R. McCue	
250 B	
1. Jim McClain	
2. Mike Hayes	
3. Steve Leibrant	
4. Dan Fry	
5. S. Runyon	
OPEN A	
1. Karl Cuzick	
2. Cliff Blakemore	
3. T. Williams	
4. Jim Davis	
5. J. Clayton III	
OPEN B	
1. Mark Griffith	
2. S. Largon	
3. Harry McConnell	
4. G. Mitchell	
5. Rob Goodwin	

TCCRA Race #904 Nolan River Blum, TX Apr. 5, 1981

PRO	
Randall Tarter	Yam
Bruce Hallmark	Mai
Andrew Cooksey	Mai
Mike Connell	Yam
Dena Wright	Yam
OPEN EX	
Randy White	Yam
Harold Kendrick	Yam
Jody Austin	Mai

Bart Speers	Yam
Jerry Jones	Yam
250 EX	
Marty Layland	Yam
Joe Clifton	KTM
Ken Watkins	Hon
Stuart Connell	Hus
Scott Laske	Yam
OVER 30 EX	
John Paynter	Yam
Mike Eads	Yam
Jerry Walker	Yam
Ron Moore	Hon
Tony Rucker	Yam
200 EX	
Gerald Flippin	Yam
Matt Trimmer	Hon
CJ Grippin	KTM
Blake Hallmark	Hon
Ted Elmore	Hon
125 EX	
Tod Myers	Yam
Bobby Thomason	Yam
Scott Grippin	KTM
Matt Smith	Yam
Ricky Riccardi	Yam
OPEN AM	
Mike Watkins	Yam
Jim Weaver	Yam
Raymond Powell	Yam
Bobby Shafer	Hon
James Mora	Yam
250 AM	
Larry Wright	
Justin Dyess	Kaw
Ken Mulkey	Yam
David Robbins	Hus
Lee Bradshaw	Suz
OVER 30 AM	
Don Klinker	KTM
Allan Herve	Kaw
Joe Pannell	Yam
Larry Bartoli	Suz
Robert Bason	Yam
200 AM	
Terry Bradshaw	Suz
Kirk Howeth	Kaw
Casey Baufield	Yam
Terry Davenport	Hon
Chad Ballen	Kaw
OVER 40 AM	
Norman Delamar	KTM
Ken Johnson	Hus
Richard Myers	Mai
Frank Johnson	Mai
Glen Waters	Mai
125 AM	
Danny Ward	Suz
John Englers	Hon
Kevin Richardson	Yam
Gary Rodgers	Hon
Mike Screws	Suz
100 AM	
Brian Bulla	Yam
Kyle Gallagher	Yam
MINI SR	
David Mulkey	Yam
Gerald Kirchmier	Yam
Darrell Lamance	Yam
MINI JR	
Curtis Kirchmier	Yam
Brad Rhoten	Yam
Chris Hays	Hon
LADIES	
Debbie Greenhill	Hus
Pam Ballew	Hon
Chris Fleming	Hon

Scrambles Sand Hill Ranch Brentwood, CA Apr. 10, 1981 By Jeri Hopper

80 NOV	
Richard Davis	
Randy Mitchell	Yam
80 JR	
Johnny Ward	Hon
80 EX	
Curt Bissel	Kaw
VET	
Mike Underhill	Yam
J. Hartbauer	
125 NOV	
George Hopper	Yam
Richard Robinson	Yam
250 NOV	
Paul Guthmiller	Hon
Robbie Roberts	Hon
250 JR	
Andy Tresser	Yam
OPEN NOV A	
Jim Rich	Hon
Joe Towbis	Yam
OPEN NOV B	
Marshall Rose	Hus
Bill Bowlin	
OPEN JR	
Chris Riddle	Yam
Robert Poole	Yam
OPEN EX	
Jerry Brandt	Yam
Craig Christian	Yam

Motocross Sand Hill Ranch Brentwood, CA Apr. 11, 1981 By Jeri Hopper

80 NOV	
Jim Condon	Yam
80 JR	
Jim Copis	Hon
125 NOV	
Doug Hamilton	Suz
George Hopper	Yam
Don Beale	Yam
125 JR	
Doug Whaley	
Todd Joe	Hon
250 NOV	
Curt Bird	Yam
Ron Schruin	Hon
250 JR	

Glenn Davis	
OPEN NOV	
Paul Montgomery	Hus
Douglas Fennell	Mai
COMB EX	
Joe McCrummer	Hon
Jim Leat	Yam

Scrambles Sand Hill Ranch Brentwood, CA Apr. 3, 1981 By Jeri Hopper

80	
Mike Pascarella	Yam
Scott Tokaer	Yam
Todd Enke	Yam
80 NOV	
Eddie Robinson	Yam
Tim Eubanks	Yam
100 NOV	
Tyrome Earl	Suz
125 NOV	
George Hopper	Yam
Terry Smith	Yam
125 JR	
Ken Klein	Suz
250 NOV	
Robbie Roberts	Hon
Wade Laster	Hon
Mike Hansen	Yam
OPEN NOV	
Jim Rich	Hus
Dave Czech	Yam
Donan Jewitt	
OPEN JR	
David Rodriguez	Yam
Joe Hukman	
250 EX	
Jerry Brandt	Yam
OPEN EX	
Mike Faria	Yam
VET NOV	
Steve Adam	Yam
VET JR	
Mike Underbill	Yam
VET EX	
Jim Hartbauer	Yam

Short Track Porterville, CA Apr. 4, 1981

PEE WEE	
Jason Craven	
80 NOV	
David Jones	
Jason Craven	
80 JR	
Craig Howard	
100 EX	
Dean Snell	
125 NOV	
Donnie Harrell	
Mike Gonzales	
125 EX	
Buddy Wilson	
250 NOV	
Steve Smith	
Mike Kibby	
250 JR	
Mark Cavvells	
250 EX	
Robert Land	
Dale Hansen	
500 NOV	
Don Bruley	
Robert Little	
500 JR	
Steve Allison	
500 EX	
John Burnett	
Anthony Urias	
OPEN NOV	
Chuck Evans	
OPEN EX	
Scott Dinkins	
ODYSSEY SUPER STOCK	
John Saltzman	
ODYSSEY POWER PUFF	
Georgia Alberti	

Spanaway MX Track Spanaway, WA Apr. 4, 1981 By Kathie Swanson

PEE WEE	
Shawn Dempsey	Suz
Steve Korock	Suz
Michael Fredly	Yam
MINI C	
Jim Schuyler	Yam
Everett Bartlett	Suz
Jim Jacobs	Kaw
MINI B	
Tracy Bethel	Kaw
Kelly Davis	Suz
100 C	
Everett Bartlett	Suz
Tim Bennett	Suz
Tod Seemmers	Yam
100 B	
David Froembling	Suz
Tom Pitman	Suz
Bob Korock	Suz
125 C	
Darrell Moundry	Yam
Bob Korock	Suz
Jack Dickson	Suz
125 B	
David Froembling	Suz
Jim Allen	Yam
Tony McCoullery	Yam
125 A	
Brian Leonard	Yam
Ted Polley	Yam
Jeff Heath	Hon
125 PRO	
Ross Learn	Suz
Cory Klaudt	Yam
250 B	
Ron Larter	Hon
Terry Calloway	Yam
Terry Hendershot	Hon
250 A	
Don Knoblauch	Yam
Logan Edington	Kaw
Verl Hamilton	C-A

250 PRO	
Ward Zeiler	KTM
Bob Buffalo	Yam
Ken Almqvist	Hon
OPEN B	
Matt Spear	Yam
Mike Mounts	Mai
Pat Jacobsen	Yam
OPEN A	
Mark Envolsen	Mai
Ron Burkett	Mai
Gary Wozow	Mai
OPEN PRO	
Terry Ducker	Yam
OTH	
Michael Mounts	Mai
Fred Felker	Hon
Keith Perry	Yam
OT	
Raymond McArthur	

Scrambles Sand Hill Ranch Brentwood, CA Mar. 27, 1981 By Jeri Hopper

60	
Todd Enke	Yam
Robbie Pascarella	Yam
Mike Pascarella	Yam
80 NOV	
Tyrome Earl	
Richard Davis	Yam
125 NOV	
George Hopper	Yam
Terry Smith	Yam
125 JR	
Dave Rodriguez	Yam
250 NOV	
Mike Hanson	Yam
Wade Laster	Hon
250 JR	
Ken Klein	Suz
OPEN NOV	
Dorian Jervette	Yam
Joe Towbis	Yam
OPEN JR	
Dave Rodriguez	Yam
Chris Riddle	Yam
VET EX	
J. Hartbauer	
OPEN EX	
Mike Faria	Yam
Dave Faria	Yam

Lefors Supertrack Motocross Lefors, TX Mar. 29, 1981 By B. Skinner

TEENY MINI	
Chad Hubbard	Suz
Dusty Rippetoe	Suz
50	
Jerry Wade, Jr.	Suz
Chuck Williamson	Suz
MINI MINI	
Kaylorn Young	Yam
Barry Coffee	Suz
Jamey Finney	Suz
MINI JR	
Steve Jones	Yam
Jimmy Hannon	Suz
James Skinner	Suz
Kaylorn Young	Yam
MINI SR	
Michael Keating	Yam
Jimmy Hannon	Suz
Mike Jones	Yam
100	
Marvin Skinner, Jr.	Suz
Jay Jones	Suz
David Youree	Suz
125 HEAT #1	
Morris Troxell	Kaw
Roy Rippetoe	Hon
Marvin Skinner, Jr.	Suz
Kent Eliff	Suz
250	
Gary Griggs	Suz
Todd Elrod	KTM
Bobby Southard	Yam
Terry Lewis	Suz
OPEN	
Rick Higgins	Hon
D. Beungardt	Hon
Greg Hodge	Hon
OVER 30	
Eldon Barker	Suz
Alvin Sharp	Hon
Jerry Wade, Sr.	Yam
Mike Urton	Yam
125 HEAT #2	
Jerry Skinner	Suz
Jay Jones	Suz
Joe Skinner	Suz

TROPHY PICKUP

Four Aces Moose run trophies can be picked up at the HBMC Hare & Hound April 18th, through the Master Links Hare & Hound May 24, at the Four Aces camp in the desert. (15/19)

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Why ? You & AMA

AMA is you

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WAIT...Don't take our word for it

The February issue of Motorcyclist magazine says it all. Editor Art Friedman has this to say, "Most riders aren't racers. You are tourers, trail riders, commuters, play riders or just plain old street riders. But non-competitors need the AMA just as much as pre-racers if you are to continue enjoying your own forms of motorcycling."

So you're a road rider. Why do you need the AMA? Because they fought successfully to increase the allotment of fuel for motorcycles in the Department of Energy's rationing from 10 to 25 percent of that given to autos. Maybe with enough money and membership they could have made it 100 percent. They have at least stalled EPA noise regulations which would have added as much as \$200 to the cost of your next new bike. In states where no-fault insurance laws

were passed, the AMA's was one of the loudest voices calling for the amendments needed to keep motorcycle premiums from skyrocketing. In New York City, they helped stop a surprise bill which would have banned nighttime bike riding. A court injunction sought by the AMA is the only reason you can ride a bike through St. Louis, Missouri city parks and most of the city's main roads go through them.

Trail riders, who account for a meager 14 percent of the AMA's members, can count the AMA's Government Relations Department as an important ally in the constant battle against land closure across the country. The AMA also stepped in when Wisconsin tried to take \$2 million from the off-road vehicle fund and put it in a general transportation fund and when Pennsylvania threatened to ban organized activities which would have included enduros and poker runs. They also saved you a few bucks by persuading the IRS to make the sales tax on bike purchases deductible on your income tax."

NICE words from a real enthusiast. Art has more to say in his editorial if you want to read it all, pick up the February '81 issue.

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AMA D-36

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1/4 Mile

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RACE 7:30	RACE Noon

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Speedway

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

5/3	San Jose, CA/M
5/9	Gardena, CA/H-M
5/30	Louisville, KY/H-M
5/31	Elkhart Lake, WI/RR
6/6	Harrington, DE/H-M
6/14	Indianapolis, IN/M
6/21	Loudon, NH/RR
6/26	Hinsdale, IL/TT
6/28	Maryville, TN/H-M
7/4	Topeka, KS/H-M
7/19	Monterey, CA/RR
7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M

AMA Superbike Road Race Series

5/30	Elkhart Lake, WI
6/20	Loudon, NH
7/18	Monterey, CA
8/16	Pocono, PA
9/13*	(Pro-Am) Kent, WA
10/4*	(Pro-Am) Daytona Beach, FL

AMA National Championship MX Series

5/10	Atlanta, GA/125-250
5/17	Southwick, MA/250-500
5/24	Mt. Morris, PA/250-500
6/7	St. Petersburg, FL/250-500
6/14	Castle Rock, CO/250-500
6/28	Binghamton, NY/125-500
7/5	Buchanan, MI/125-500
8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

AMA Supercross Series

4/25-26	Pontiac, MI
5/2	Kansas City, MO
7/11	Los Angeles, CA
11/14	San Diego, CA

1981 Trans-USA MX Series

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	Atlanta, GA
10/11	New Berlin, NY
10/18	Sacramento, CA

AMA National Enduro Schedule

Eastern Region

8/23	100 mi. Nat'l Greylock Riders M.C. Pittsfield, MA 413/443-6369
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Central Region

5/31	100 mi. Nat'l Dusty Wheels M.C. Shreveport, LA 318/929-2110
------	--

6/14	100 mi. Nat'l White River Enduro Riders Allendale, MI 616/895-7715
------	--

9/13	100 mi. Nat'l IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
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11/8	100 mi. Nat'l Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641
------	---

Western Region

10/25	125 mi. Nat'l Mt. Baker M.C. Bellingham, WA 206/733-1694
-------	---

11/1	100 mi. Nat'l Checkpoints M.C. Whittier, CA 213/691-4186
------	---

AMA Two-Day Qualifier Series

4/25-26	Ridgecrest, CA Sunland Shamrocks M.C. Sunland, CA 213/243-1101
---------	---

5/2-3	McMinnville, OR Trask Mountain M.C. McMinnville, OR 503/472-3828
-------	---

5/9-10	Bellingham, WA Mt. Baker M.C. Bellingham, WA 206/676-8139
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5/23-24	Maplesville, AL Perry Mountain M.C. Maplesville, AL 205/366-2682
---------	---

6/6-7	Livingston, TN Cross Country Ent. Gallatin, TN 615/452-7096
-------	--

National Drag Race Schedule

NHRA/NMRA

4/25-26	NHRA Southern Nats. (Top Fuel only) Atlanta, GA
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5/2-3	NMRA Southeastern Nats., Gainesville, FL
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5/23-24	NMRA Spring Nats. Epping, NH
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6/13-14	NHRA Spring Nats. (Pro Stk. only) Columbus, OH
---------	--

6/27-28	NMRA Midwestern Nats., Cincinnati, OH
---------	--

7/18-19	NHRA Summer Nats. (Pro Stk. & Sup. Elim.) Englishtown, NJ
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8/8-9	NMRA Golden State Nats., Fremont, CA
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8/22-23	NMRA Longhorn Nats. Ft. Worth, TX
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9/5-7	NHRA U.S. Nats. (Top Fuel & Sup. Elim.) Indianapolis, IN
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10/3-4	NMRA U.S. Nats. Atco, NJ
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10/17-18	NHRA Winston World Finals (Top Fuel only) Orange, CA
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AMA/Dragbike! Western Championship Series

5/2-3	Sacramento, CA
6/13-14	Fremont, CA
7/25-26	E. Irvine, CA
10/24-25	Las Vegas, NV
11/14-15	Tucson, AZ

SCORE Race Schedule

6/5-7	Baja Internacional Ensenada, Baja California, Mexico
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8/6-9	SCORE Off Road World Championship Riverside Int'l. Raceway Riverside, CA
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9/25-27	SCORE Off Road Championship Golden State Int'l. Raceway, Sonoma, CA
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11/3-6	Baja 1000 Baja California, Mexico
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AMA/ATA National Trials Series

6/14	New York
6/20-21	Pennsylvania
9/5	Washington
9/6-7	Oregon
10/3-4	Illinois

World Championship Road Race Series

4/26	Salzburgring, Austria
5/3	Hockenheim, Germany
5/10	Monza, Italy
5/17	Paul Ricard, France
5/24	Jarama, Spain
5/31	Rijeka, Yugoslavia
6/27	Assen, Holland
7/5	Spa, Belgium
7/12	Imola, Italy
8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

World Championship Endurance

4/25-26	Ridgecrest, CA Sunland Shamrocks M.C. Sunland, CA 213/243-1101
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5/2-3	McMinnville, OR Trask Mountain M.C. McMinnville, OR 503/472-3828
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Race Series

6/14	Nurburgring, Germany
6/21	Zeitzweg, Austria
7/11-12	Barcelona, Spain
7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

World Championship MX Series

125cc

4/26	West Germany
5/3	France
5/24	Yugoslavia
5/31	Poland
7/5	Switzerland
7/19	LEXINGTON, OH
8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

5/3	Austria
5/17	Italy
5/24	Czechoslovakia
5/31	Bulgaria
6/14	Switzerland
6/21	Hawkstone Park, England
7/5	West Germany
7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

4/26	Switzerland
5/17	Finland
5/24	Sweden
5/31	Italy
6/14	France
6/21	CARLSBAD, CA
7/5	Farleigh Castle, England
7/19	Holland
7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

4/26	Belgium
5/10	Yugoslavia
5/17	West Germany
5/24	Holland
5/31	Sweden
7/19	Beenharn Park, England
7/25	Whitehead, Ireland
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

World Championship Trials Series

5/17	France
5/24	Italy
5/31	Austria
6/14	WATKINS GLEN, NY
9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

5/28-30	FIM Rally Vrnjacka Banja, Yugoslavia
6/6-12	Isle of Man TT Isle of Man
6/21	Speedway Pairs World Final Chorzow, Poland
7/12	Commonwealth Speedway Final Bellevue, England
7/25	Intercontinental Speedway Final Vojens, Denmark
7/25	Continental Speed- way Final Prague, Czechoslovakia
8/16	Speedway Team World Final Olching, West Germany
8/22	Ulster Grand Prix Ireland
8/23	Sidecar World Grass Track Final Assen, Holland
9/5	Individual World Speedway Final Wembley, England
9/6	Trophee des Nations (250cc) Belgium
9/13	Motocross des Nations (500cc) West Germany
9/13	Solo World Grass Track Final Lussac, France
9/19-20	Bol d'Or Endurance Race Paul Ricard, France
9/20	World Long Track Final Gornja Radgona, Yugoslavia

9/27 Coupe des Nations
(125cc)
Italy
10/5-10 ISDE
Isle of Elba, Italy

National Road Runs

7/4* Nat'l. Field Meet
Championship
San Antonio, TX

8/2 Western Timed
Road Run
Clackaman, MO

8/3-8 Black Hills Motorcycle
Classic, Sturgis, SD

8/11-15 Vetter Rally
Waverly, TN

9/5-7 AMA Nat'l. Champion-
ship Poker Run
Defiance, OH

9/5-7 Three Flags Classic
Tijuana, Mexico - Van-
couver, Canada

9/30-10/3 Aspencade Motorcyclist
Convention
Ruidoso, NM

10/11 Eastern Timed
Road Run
Holden, LA

11/28 CYCLE NEWS B-to-V
Poker Run
Bastow, CA - Las
Vegas, NV

(* Tentative)

NMA Grand National Series Championship

Western #1 Region
Ron Henricksen 714/885-1602

5/16-17 Las Vegas, NV
5/24 Saddleback, CA
6/14 Irvine, CA
6/28 Valencia, CA
7/4-5 Barona Oaks, CA
7/12 Saddleback, CA

Western #2 Region
Larry Kleist 415/794-4634

5/24 Brentwood, CA
6/7 Livermore, CA
6/21 Brentwood, CA
6/28 Livermore, CA

Arizona Region
Ron Keyes 602/795-2238

5/23-24 Phoenix, AZ
5/23-24 Tucson, AZ

Northwest Region
Kayleen Ward 206/568-4739

5/2 Woodland, WA
5/17 Roseburg, OR
6/7 Spanaway, WA
6/21 Mabton, WA

Rocky Mtn. #1 Region
Bob Lindsey 303/599-9525

5/30-31 Colorado Springs, CO
7/11-12 Trinidad, CO

Rocky Mtn. #2 Region
Wayne Liedberg 801/966-0217

6/13-14 Salt Lake City, UT
7/11-12 Salt Lake City, UT

Southwest Region
Bruce Macrae 505/344-9422

5/24 Hobbs, NM
5/31 Clovis, NM
6/7 Albuquerque, NM
6/14 Santa Fe, NM
6/21 Farmington, NM

High Plains Region
Arthur Jones 806/447-2812

5/9-10 Abilene, TX
5/23-24 Wellington, TX
6/6-7 Lubbock, TX
6/20-21 Le Fores, TX
7/4-5 Abilene, TX

Texas Region
Bob Holley 713/849-0937

5/9-10 Lake Whitney, TX
6/6-7 Conroe, TX
6/13-14 Lafayette, LA
6/20-21 Austin, TX
7/4-5 Houston, TX

Central Region
Gil Madrid 816/761-0245

5/3 Kansas City, MO/KS
5/9-10 Lake City, MO
5/23-24 Junction City, KS
6/6-7 New Boston, MO
6/20-21 Lake City, KS

Ozark Region
Jerry Britt 405/598-3679

5/9-10 Edmond, OK
5/23-24 Springfield, MO
6/13-14 Shawnee, OK
6/27-28 Tulsa, OK

**EVERY
WEEK**

Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura
County Fairgrounds, Ventura,
CA. N on 101 to California St.
Div. 1-3. Gates open 7 p.m., race
8. Entry \$7 riders, \$5 mechanics,
watch \$4.50. Raceway Prom-
otions. Info 805/985-5433 (Jim
Naylor).

Wednesday

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista,
CA. I-5 or 805 S to Junction 117,
E 5 1/2 mi. (end of Brown Field
Airport). All classes + 3-wheelers
& go karts. Merchandise awards
& trophies every night, 150%
Pro p.b. Coca-Cola stadium-type
track. Sign up 4:30 p.m., prac. 6-
7, race 7:30. Entry \$12. Info 714/
690-6414.

Thursday

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S.
Vermont Ave., Gardena, CA. All
classes inc. complete div. of
Vets & OT. Challenging 5/8-mi.
course, clean pits, good lighting,
permanent restrooms & snack
bars, free parking & grand-
stands. 30% trophies + Pro p.b.
CMC lic. req., avail. @ track.
Gates open 5 p.m., sign up
closes 6:30, prac. 6-7, race 7:30.
Entry \$12, watch \$4.50, jrs.
\$3.50, 8-12 \$2. Info 714/557-
3323.

R.A.C.E. MOTOCROSS
Orange County Int'l.
Raceway, Irvine, CA. I-5 @ Sand
Canyon Ave. or I-405 @ Irvine
Center Dr. to Sand Canyon. All
classes, 30% trophies, 100%
Pro p.b. Gates open 5 p.m., prac.
6, race 7. Entry \$7, non-memb.
\$9 (memb. not req.), Pros \$15,
watch \$4, jrs. \$3, under 12 \$1.
Info 714/552-5511 (Steve
Crosby).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA.
Hwy. 91 E to Buchanan exit. Mini
thru Open, 100% p.b. to Ex. 714/
689-1913, 735-1705.

D-36 NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood,
CA. Corner of Camino Diablo &
Vasco Rd. All classes, D-36 pts.
& trophies only. Gates open 5
p.m., sign in 5:30, race 7. Entry
\$11, watch \$4. D-36 rules
enforced, no rider insur. Info
415/798-5695, 634-3328 (Tom
Anderson).

**SACRAMENTO NIGHT MOTO-
CROSS**
Sacramento Raceway, 5305
Excelsior Rd., Sacramento, CA.
E on Hwy. 50, S on Bradshaw
Rd., E on Jackson Hwy., N on
Excelsior. Professional lighting,
5/8-mi. course, free parking, new
grandstands. Gates open 5 p.m.,
prac. 6, sign up 5:30-7, race
7:30. Info 916/363-2653.

AMA SPEEDWAY
Gold Country Fairgrounds,
Auburn, CA. 200 mi. E of
Sacramento @ 90. Div. 1-3 +
Jr. Spdw. \$225 purse. Gates
open 6:30 p.m., race 8. Entry \$7.
Speedway Racing Ent. Info 916/
448-7557, 485-7140 (Jann
Houston).

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston,
TX. 5 mi. E on E. Mount Houston
Rd., off Hwy. 59 N. All classes.
Trophies thru 6 places to Am., Ex.
100% p.b. Entry \$8. Swimming,
showers, game room, grand-
stands. Info 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin,
TX. Adjacent to Austin MX Park,
Hwy. 183 N of 7th Street. Race 8
p.m. Info 713/482-7593.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft.
Worth, TX. Gate & track changes
inc. over/under bridge. Trophies
thru 5th, Ex. purse \$300 or 300%
p.b. All classes, Ex. ride 3 motos.
Gates open 5:30 p.m., prac. starts
7. Entry \$8, Ex. \$10, gate \$4. Info
214/245-4693.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA.
Gates open 7:30 a.m., prac. 8-
8:30, race 9. Pros race 40 min.,
others 30 min. Entry \$11, Pros
\$17. No memb. or mail entry
req. 33.33% trophies. 714/495-
4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad,
CA. Motorcycles welcome.
714/727-1171.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, WA. 5 mi. E of I-5
on Hwy. 503. All classes, 100%
Pro p.b. Entry \$8.50, Pros \$12.50.
Home of the Gresham Toyota Pro
Series. For info: Action OZ, Rt. 3,
Box 379E, Gresham, OR 97030.
503/665-6707.

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26,
Colleyville, TX. Btwn. Grapevine
& Ft. Worth. Micro Mini-750s,
trophies & \$. Gates open 6 p.m.,
prac. 6:30, race 8:30. Entry \$6,
Pros \$10. Info 214/357-5058
(Bob Bagwell).

Every Sat. & Sun.

RUN WHAT YOU BRUNG
STREET RACE
Brotherhood Raceway Park,
Terminal Island, CA. Btwn. San
Pedro & Long Beach, entrance
on Ferry St., next to U.S. cus-
toms Building. Gates open 8
a.m. to 6 p.m. Tech at 8. Admis-
sion \$5 to race or watch. Kids
under 12 yrs. free. All policemen
& firemen & their families admit-
ted free. Brotherhood of Street
Racers, Inc. 213/672-1814.

April 24-26

AMA TWO-DAY QUALIFIER
Red Mtn., Johannesburg, CA.
Lined from Hwy. 395 @ Red
Mtn., 14 @ Redrock Randsberg
Rd. 125/175/250/0 Open classes
for A/B/C/Intend riders. MX test
ea. day, no on-course special
test. Entry \$40. Sunland Sham-
rock M.C., PO Box 515, Sun-
land, CA 91040. 213/243-1101,
353-4490 (Dick Chase, eve.).

**STOP CUSTOM CAR, CYCLE &
TRUCK SHOW**
Rushmore Plaza Civic Center,
Rapid City, SD. For entry info,
contact: The Stop Organization,
Rt. 2, Box 654M, Rapid City, SD
57701. 605/348-7373, 0273.

April 24

IDAHO SPORTSMAN TT
Boise, ID. Harrison Blvd. to
Bogus Basin Rd., left on Cart-
wright, follow signs 3 mi. Micro
Mini-Open, 30% Beg. trophies,
90% Pro p.b. + trophies.
Knobbies OK, limited O/N
camping (racers only). Gates
open noon, prac. 3:30-5 p.m.,
race 5:30. Entry \$10 + \$5 insur.
Owyhee M.C. Info 208/336-
1096, 375-5956 (Deloris
McCutchen).

SAND HILL RANCH MARATHON
Sand Hill Ranch, Brentwood,
CA. Corner of Camino Diablo &
Vasco Rd. 1-hr. race. Gates open
5 p.m., 0-200 class sign in 5:30-
6:30, race 6:45; 250s sign in
6:30-7:30, race 8; Open sign in
7:30-8:30, race 9:15. Entry \$12,
watch \$4. Info 415/798-5695,
634-3328 (Tom Anderson).

AMA HALF-MILE
Ascot Park, 183rd & S. Ver-
mont Ave., Gardena, CA. \$1500
purse, full Nov./Jr./Ex. program.
Pit gate opens 5 p.m., prac. 6,
race 8. Adults \$5.50, jrs. \$3.50,
9-12 \$1.50. Free m/c parking.
Info 213/321-5323, 323-5055.

April 25-26

**STEVE STACKABLE'S MOTO-
CROSS SCHOOL**
Marshall Creek, TX. Contact
Pop or Steve for more details,
private instruction avail. Steve
Stackable's Motocross Schools,
1106 South 8th St., Austin, TX
78704. 512/443-2717, 441-5336.

CRRC ROAD RACE
Texas World Speedway,
College Station, TX. S of town
on Hwy. 6. AMA sanc., Prod./
Mod./GP classes. 4-hr. endur-
ance race Sat., sprints on
Sun. Prac. both days 9 a.m., race
noon. Info 817/387-4551 (Dan
Grigsby).

OTHG NATIONALS
DeAnza Cycle Park, Sunny-
mead, CA. 10 mi. E of Riverside
on Hwy. 60 to Theodore exit.
OTHG & OT both days, support
classes Sat. only. Free camping.
Entry \$25, Support \$12. Info
213/360-3901, 805/527-8944.

April 25

SPANAWAY SPRING SERIES



CRC

THE DUNESTOWN RACE SERIES!

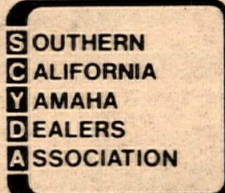
\$30,000 IN CASH & PRIZES

WHEN AND WHERE

APRIL 19 INDIAN DUNES.....	MX
26 EDWARDS AIR FORCE BASE.....	MX
3 (NOT A SERIES RACE) INDIAN DUNES.....	MX
10 SADDLEBACK PARK.....	MX
17 CARLSBAD.....	MX
24 ARROYO.....	MX
31 INDIAN DUNES.....	GP

AMERICAN








**FOR INFORMATION
CALL CRC HEADQUARTERS
(213) 830-7519 or (714) 689-6114
CRC MEMBERSHIP REQUIRED**

INDIAN DUNES

April 29, 1981 CYCLE NEWS

International Racing Association Presents

INLAND EMPIRE MOTOCROSS SERIES

MAY 10th - 17th - 31st

AT Arroyo

CYCLE PARK

\$5,000.00 Purse for PROS

\$5,000.00 in motorcycle products for AMATEURS

PROS \$1,000.00 at each race
\$2,000.00 to series leaders

AMATEURS \$1,000.00 in products at each race
\$2,000.00 in products to series leaders

Sponsored by
INLAND EMPIRE'S DEALER ASSOCIATION
For information call IRA (714) 359-1433
or ARROYO (714) 689-6114

LOCATION - About
10 miles north of
San Bernardino, CA.
Exit on Palm Ave. off
I-15E. Turn left
& follow signs.

CALIFORNIA RACING CLUB PRESENTS

SADDLEBACK PARK

APRIL 26, 1981




Entries OPEN NOW!
In large classes the
start position will be
determined by postmark.

CRC G.P. POINTS
No post entry penalty for 2nd
class entered.

NO PLAY RIDING • NO OVERNIGHT CAMPING

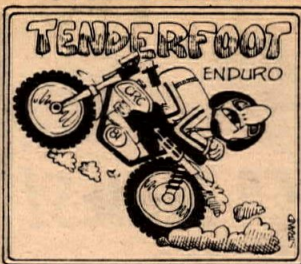
CRC MEMBERSHIP \$15 per year • MAIL ENTRY \$16 • POST ENTRY \$20

EACH CLASS RACE 50 MINUTES

20% TROPHIES • SUPERB FINISHER PINS

MAIL ENTRY DEADLINE: APRIL 21, 1981
Mail check and 2 SASE To:
CRC 7601 Arlington Ave. Riverside, CA 92503
For info call 714/689-6114

CALIFORNIA RACING CLUB PRESENTS



**May 3
Rand Mt. • 2 Loop
FAMILY ENDURO**

20% TROPHIES • CRC POINTS

This is a REAL FAMILY ENDURO. The course will be relatively easy but interesting with emphasis on time keeping. It will be well marked with no bottle necks, impossible speeds or obstacles. Two loops approximately 35 miles each.

*C' riders under 16 years old, mini's and women go one loop. All others go 2 loops.

Mail Entry — \$15.00
Post Entry — \$18.00
Non-Members add \$4

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to:
CALIFORNIA RACING CLUB
7601 Arlington Avenue — Riverside, California 92503

Info. (714) 689-6114 (days)

Keep the Fun in Your Racing — **RACE CRC**

THANK YOU!

For Your Loyal Support

F Troop M.C. Natl. M/C Patrol
Flying W M.C. Sierra Old Timers M.C.
Ride On M.C. Polka Dots M.C.
**And All The Others Who Helped Make
Hangtown 1981 The Best Ever.**

Support The People Who Support The Sport.
DIRT DIGGERS NORTH MOTORCYCLE CLUB

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**New 1979
YZ250F**
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\$1095.00

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We Ship Out Of State

**1801 W. Burbank Blvd.
Burbank, CA 91506
213-845-8738**



FRI. NIGHTS START MAY 1st
Apr. 26 May 1-10-15
INDIAN DUNES
May 3-17
SPROCKETS PARK

AME P.O. BOX 1421, RESEDA 213/881-5778

SRA Schedule

MAY 3 SUNRISE VALLEY G.P.
MAY 17 HILLTOPPERS M.C.G.P.
(ROSARIO BEACH)
MAY 31 CARLSBAD G.P.
714-828-1358



Sundays
Orange Show grounds San Bernardino
(213) 446-0969

AMA DISTRICT 37

DESERT RACES
May 17 — Simi Valley HS, Lucerne
May 24 — Master Links HH, Red Mtn.

MOTOCROSS
Apr. 25 — Saturday Saddleback
May 10 — Sunrise Cycle, Adelanto

ENDURO
May 10 — Trainin postponed

SHORT TRACK
Apr. 26 — Lightweights, Saddleback
GRAN PRIX
May 2/3 — Anaheim postponed

See Calendar For Details Or Call
HOT LINE (805)254-0931

AMA District 38
Presents a 1 Day Trials
May 10th at Plaster City
Both Desert & Enduro Points
For entry forms call
(714) 427-5754 anytime

Speedway
April 24th
Costa Mesa

Mr. PIBB
SUPERBOWL OF MOTOCROSS
Saturday, May 2nd
Arrowhead Stadium, Kansas City, MO
AMA SANCTIONED
Stadium Motorsports Corporation
P.O. Box 1523, Laguna Beach, CA 92651

SATURDAY MOTOCROSS

Spanaway, Motocross, Spanaway, WA. 152nd & 22nd Ave. South. All classes, 100% Pee Wee trophies, 50% reg. trophies, 100% Pro p.b. AMA-sanc., revised sand track w/ Petty gate & concrete slab, bike wash. Gates open 8 a.m., prac. 9, race 10. Entry \$8.50, Pros \$13.50, watch \$4, under 12 \$1. Info 206/848-6335 (Bob Smith).

D-37/SADDEBACK SATURDAY MOTOCROSS

Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry \$11, Pros \$17. Info 714/496-8779 (Dennis Rosenberg).

D-36 SHORT TRACK

Hills Ferry Speedway, Modesto, CA. From Hwy. 5 take Newman exit to Hills Ferry Rd., left to River Rd. and track. All classes inc. Minis & Semi-pro. Gates open 4 p.m., prac. 5:30, race 7:30. Entry \$8 + \$3, Semi-pro w/75% p.b. Info 408/463-0548 (Lionel Nunes).

IDAHO MOTOCROSS

Boise, ID. Harrison Blvd. to Bogus Basin Rd., left on Cartwright, follow signs 3 mi. Micro Mini-Open, 30% trophies, 90% or \$1000 Ex. purse. O/N camping for racers only. Gates open 6 a.m., prac. 8:30-9:30, race 10. Entry \$10, Ex. \$25, insur. \$5. Owyhee M.C. Info 208/336-1096, 375-5956, 325-9446 (Deloris McCutchen).

April 26

CLEAR CREEK ENDURO

Modesto, CA. All classes + 3-man team. Golden State Championship & D-36 pts. event. AMA & D-36 cards, silencers & spark arrestors, license plates or off-road stickers req. No riders insur. Post entry \$17. Merced Dirt Riders M.C. c/o Peggy Koontz, 2807 Olive Ave., Merced, CA 95340. Info 209/524-6589, 521-0799, 383-0319.

CRC MOTOCROSS

Edwards Air Force Base, CA. All classes. 2 long motos, cash to Pros, 2 motos, brass to Sptsmn. Entry \$10, Pros \$15. Gates open 8 a.m., prac. 8, race 9:30. P.b. req. Info 213/830-7519.

CRC DIAMOND HEAD GRAN PRIX

Saddleback Park, Orange, CA. All classes, finisher pins, 20% trophies, ea. race 50 min. CRC GP pts. No play riding or O/N camping. Mail entry (deadline 4/21) \$16, post \$20, no post penalty for 2nd class entered. CRC memb. req., \$15/yr. Mail entries w/check & 2 SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114.

D-36 TT SCRAMBLES

Hills Ferry Speedway, Modesto, CA. From I-5 take Newman exit to Hills Ferry Rd., left to River Rd. & track. All classes. Front brake rule not enforced; OT & Vets may ride w/same # in another class; current cards for OT & Vets not req. — for this event only in effort to revive scrambles. Gates open 10 a.m., prac. 11, race noon. Entry \$8 + \$3, Semi-pro 75% p.b. Info 408/463-0548 (Lionel Nunes).

AMA NORTHWEST REGIONAL TT

Boise, ID. Harrison Blvd. to Bogus Basin Rd., left on Cartwright, follow signs 3 mi. Micro Mini-Open Pro, \$4000 purse. O/N camping for racers. Gates open 7 a.m., prac. 10-11, time trials 11-noon, race 1 p.m. Owyhee M.C. Info 208/377-9266, 375-5956 (Deloris McCutchen).

ARIZONA STATE MOTOCROSS CHAMPIONSHIP SERIES

Canyon Raceway, Phoenix, AZ. 1 1/2 mi. W of 99th Ave. & Carefree Hwy. All reg. classes, weekly & series trophies, 100% Pro p.b. Gates open 8 a.m., prac. 9, race 10. Entry \$10, Ex. \$15. Info 602/992-7556.

TEX-AMA MOTOCROSS SERIES

Marshall Creek, Dallas/Ft. Worth, TX. Micro Mini-Over 30, awards, \$1200 guaranteed Ex. purse, mileage \$ for Ex. Pros, Prog. Pro pts. Concessions, clean rest rooms, Texas Emergency Services. Pre-entry fees: \$5 series registration, \$10 Sptsmn. (\$5 2nd class), \$15 Ex. (\$7.50 2nd class), \$5 adult gate fee. TCR, PO Box 14923, Austin, TX 78761. Info 1-800/252-9722, 512/837-3111 (night phone).

ZAP/CMC TWO-TRACK MOTOCROSS

Sand Hill Ranch, Brentwood, CA. 15 mi. N off Hwy. 580 on Vasco Rd. All classes + Mini, Vets & OT. 2 tracks to be used to cut program time. Gates open 6:30 a.m., prac. 8, race 9. Entry \$13 (30% trophies), Pros \$15 + \$3 gate (100% p.b.) Ride 2 classes for \$20 if you pre-enter by mail. ZAP Supersports, PO Box 1216, Pacifica, CA 94044. 415/794-4634.

ZAP/NMA GRAND NAT'L CHAMPIONSHIP QUALIFIER

Sand Hill Ranch, Brentwood, CA. 15 mi. N off Hwy. 580 on Vasco Rd. All minicycle classes inc. Pee Wees in Stk. & Mod. div. + 100/125/250cc classes, Beg.-Ex. in all div. Drawing for '82 Yamaha YZ80 @ series end. Entry \$13 (30% trophies), ride 2 classes for \$20 if you pre-enter by mail. 2 tracks used to cut program time. ZAP Supersports, PO Box 1216, Pacifica, CA 94044. 415/794-4634.

D-36 MOTOCROSS

Prairie City OHV Park, Sacramento, CA. Hwy. 50 to Sunrise, S to White Rock, left to stop sign, left to track. All District classes, bonus trophies to Sptsmn. 100% Semi-pro p.b. Hangtown track, camping, Parts-in-the-Pits. Strict D-36 rules; no dogs, bicycles, or pit riding. Gates open 6:30 a.m., prac. 7:30, race 9. Entry \$13, Semi-pro \$15 + \$4, watch \$4. Boss MX. Info 209/952-3528, 415/829-5330 (Fred Dion).

CYCLELAND SPEEDWAY MARATHON

Cycleland Speedway, Chico, CA. 14 mi. S of town, US 99E & Gage-Shippe Rd. All classes + OT/PP/Ody./3-wheelers. 1 or 2 bike/riders, 20% trophies, dbl. trophies for teams (2 men). No pit riding or prac. Sign up 7-8:15 a.m. for 1st race, 1st race 8:30-10. Entry \$10, watch \$3, under 6 \$1. Moural Associates. Info 916/342-0063 (Elizabeth Moural).

D-36 GP

Winnemucca, NV. Lined, 5 mi. N of town on Hwy. 95. 125/250/Open, Vets/OT, Dinosaur (bikes over 10 yrs. old). Lots of contingencies, finisher pins, T-shirts. Entry \$25 mail, \$30 post. Flying W's M.C., PO Box 1239, Winnemucca, NV 89445. Info 702/623-3588 (Bill Hornbarger), 3577 (Bob Cavakis).

OMRRA ROAD RACE

Portland Int'l. Raceway, Portland, OR. Delta Park exit off I-5 N. Prod./Cafe/GP classes, trophies to Prod. & Cafe, 75% p.b. to GP. Most RR licenses accepted. Gates open 7 a.m., prac. 9, race 11. Entry \$20 1st class, \$12 2nd, Pro \$25. Info 503/286-6016 (Ken Neill).

SCITA/ATA TRIALS

Upland, CA. I-10 E toward San Bernardino, off on Euclid, rt. on 19th St., left on Sapphire, left @ Almond (dirt), rt. on asphalt rd., follow signs. All classes, 20% trophies. No motorhomes or camping. Sign up 9 a.m., trial 10. Info 714/842-5245, 847-8495.

D-37 ST & SPEEDWAY

Saddleback Park, Orange, CA. Chapman Ave. E from Newport (55) Fwy., S on Santiago Canyon Rd. Trophies for Nov./Am./Ex. Special classes: Beg., Srs., Hacks, Speedway. Gates open 7:30 a.m., prac. 9, sign up closes 9:30, race 10. Gate \$6, entry \$8, watch \$3. Lightweights M.C. Info 213/495-4771.

CLARKS BRANCH MOTOCROSS

Clarks Branch MX, Roseburg, OR. Clarks Branch Rd., 6 mi. S of town off I-5 East. Midget-Open Pro, always 200% Pro p.b. Gates open 8 a.m., prac. 8:30-9:30, race 10. Entry \$6, Pros \$10, admission \$3, 6-18 \$2, under 6 free. Info 503/673-1671, 3205

AME MOTOCROSS

Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit, follow signs into riverbed. Mini-Open + Vets, 30% trophies, 100% p.b. Concessions, free O/N dry camping. Gates open all night, prac. 8:30 a.m., race 9:30. Entry \$10, Pros \$13. Info 805/937-6171 (Gene Dunne).

LAS VEGAS MOTOCROSS

Las Vegas Motocross Park, Las Vegas, NV. Abt. 20 mi. N of town, I-15 to Apex Rd. turnoff, rt. abt. 200 yds. to track. Pee Wee-OTH welcome, 33 1/3% trophies, 50% Pro p.b. No concessions. Track open 8 a.m., prac. 9, race 10. No sign up after 9. Entry \$12, Pros \$15, watch \$3, 6-11 \$2. Las Vegas Mothers' Motocross Auxiliary. Info 702/361-6462, 6642, 382-0111.

WIDOWMAKER HILL CLIMB

Salt Lake City, UT. Stk./Mod./ Exhibition classes. Info 801/561-1453 (Butch).

D-28 MOTOCROSS

Mulkey ORV Park, Mulkey, OR. Summer Series opener, BMX races Sat. night @ 6. Entry \$9, Prog. Pros \$14 (100% p.b.), watch \$4, 7-11 \$2. Info 503/472-2475.

D-38 HARE SCRAMBLES

Yuha Basin, CA. Off Hwy. 98. All classes, Minis race on separate course. 80 mi., BLM approved, 20% trophies, Los Exploradores, finisher pins, free beer to finishers. Sign up 7-9:30 a.m., riders mtg. 9:30, race 10 (PDST). Entry \$12, Minis \$5. No memb. req. Pre-running encouraged. Info 714/427-5759 (Fud's 24-hr. answer device).

AMA SPEEDWAY

Inland Motorcycle Speedway, Nat'l. Orange Show Frgrd., San Bernardino, CA. SB Fwy. to 15E to Orange Show Rd. exit. Div. 1-3. Gates open 12:30 p.m., race 2. Entry \$7 rider, \$5 mech. Watch \$4.50, 6-12 \$1. Info 213/446-0969, 2241 (K. Rutherford).

AME MOTOCROSS

Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry \$10, Pros \$13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry \$10, Pros \$15. Info 714/557-3323.

LAKE WHITNEY MOTOCROSS

Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. \$1.70 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping \$2 per vehicle, gate \$4. Am. entry \$8/Ex. \$10. 713/482-7593; 817/694-2901.

MOTOCROSS

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry \$9, Ex. \$15. Nick Brajevich 714/245-7339.

DE ANZA MOTOCROSS

DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry \$8, Pros \$12, non-comb. add \$2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.-Sun. Info 714/653-8068, 5840, 7979.

OKLAHOMA MOTOCROSS

Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

May 1

CALIFORNIA SUPERBIKE SCHOOL

Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition \$120, machine damage policy (voluntary) \$7, medical insurance (\$5000 coverage) \$10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

AMA HALF-MILE

Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. \$1500 purse, full Nov./Jr./Ex. program. Pit gate opens 5 p.m., prac. 6, race 8. Adults \$5.50, jrs. \$3.50, 9-12 \$1.50. Free m/c parking. Info 213/321-5323, 323-5055.

May 2-3

TEXAS MOTOCROSS DOUBLE HEADER

Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. Concessions, showers, bathrooms. Entry \$8, Ex. \$15, gate \$4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

May 2

MR. PIBB SUPERBOWL OF MOTOCROSS

Arrowhead Stadium, Kansas City, MO. AMA Supercross Series round 10. Six empty cans of Mr. PiBB + reg. admission ticket gets you an early entry coupon; redeem @ Gate "C" @ 4 p.m. Prac. 4, gates open 6, race 8. Tickets \$6/\$9/\$12/\$15. Stadium Motorsports Corp. Info 816/924-6793.

LAKE PERRIS DAYS MOTORCYCLE SHOW & CONTEST

Old High School Gym, Perris, CA. 15E 20 mi. S of Riverside, D St. off-ramp, 1/2 mi. on rt., corner of D St. & San Jacinto. Competition/Street/Custom/Touring classes, trophies to 4th, prizes & ribbons to 33%. Reserved m/c parking w/security, camping avail. Open 10 a.m., judging noon. Pre-entry (closes 5/1) \$3, post \$5. Perris Valley Chamber of Commerce. Mail entry & check or money order to: Mackey's Cycle, 466 South D St., Perris, CA 92370. Info 714/657-8180, 1222.

PORTERVILLE SEMI-PRO NIGHT SHORT TRACK

Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825, 8100 (Jack Roberts).

May 3

ARIZONA STATE MOTOCROSS CHAMPIONSHIP SERIES

Phoenix Supercross Raceway, 48th St. & Washington, Phoenix, AZ. All reg. classes, weekly & series trophies, 100% Pro p.b. Gates open 7 a.m., prac. 9, race 10. Entry \$10, Ex. \$15. Info 602/867-4769.

CRC AMATEUR SUPER CROSS Arrowhead Stadium, Kansas City, MO. 60-500s, Beg.-Ex. + Vets & Pro-Ams. Gates open 7 a.m. for riders, 9 for spectators, racing until 9 p.m. Info 213/830-7519, 816/924-6793.

TEX-AMA MOTOCROSS SERIES

Kent Howerton MX, San Antonio, TX. Micro Mini-Over 30, awards, \$1200 guaranteed Ex. purse, mileage \$ for Ex. Pros, Prog. Pro pts. concessions, clean rest rooms, Texas Emergency Services. Pre-entry fees: \$5 series registration, \$10 Sptsman. (\$5 2nd class), \$15 Ex. (\$7.50 2nd class), \$5 adult gate fee. TCR, PO Box 14923, Austin, TX 78761. Info 1-800/252-9722, 512/837-3111 (night phone).

D-36 SEMI-PRO MOTOCROSS

"E" St. Bridge sand track, Marysville, CA. Under Hwy. 70/ Yuba River bridge, take N. Beale Rd. off-ramp over levee on Shad Rd., S end of bridge. All classes, rain or shine, Prog. Pro pts., bonus trophies, Parts-in-the-Pits, sheltered pits. No pit riding, riding day before race. Gates open 6:30 a.m., prac. 8, race 9. Entry \$13, Pros \$15 + \$3, watch \$4, 6-12 \$1. Info 916/695-2727, 2088 (Charlie Sexton).

YAMAHA PERPETUAL GOLD CUP MOTOCROSS SERIES

Mt. View Cycle Park, Portland, OR. Pee Wee-Masters + 3-wheelers, 33% trophies, \$3000 Pro p.b. to 8 places. Series & contingencies, must ride 8 events to qualify. Entry \$10 + gate, Pros \$25 + gate. Info 503/668-6990 (Ron Long).

D-36 EUROPEAN SCRAMBLES

Prism Hill Course, Carson City, NV. Lined from Hwy. 395, S of town. All classes inc. Vets & OT. 1 1/2 hr. on 8-mi. course. Open sign up 7-8 a.m., 250 sign up 9-10, Vet/OT sign up 11-12, 125 sign up 1-2, Mini sign up 3-4. Entry \$15, watch \$3. OTHG. Info 702/329-9264 (Bill Groom).

DeANZA MOTOCROSS

DeAnza Cycle Park, Sunny-mead, CA. E of Riverside on Hwy. 60 to Theodore off-ramp. Malcolm Smith \$8000 Sportsman Series, gift certificates & contingencies ea. week. 50% Sptsman. trophies, 100% Pee Wee trophies, 100% Pro p.b., dbl. pts. to memb. Gates open 7 a.m., prac. 8:30, race 9:30. Entry \$9, Pros \$12, non-memb. add \$2. Info 714/653-8068, 5840, 7979.

Road Runs

April 26

BRITISH MOTORCYCLE ROAD RIDE

Rose Bowl parking lot, Pasadena, CA. Approx. 100 mi., 8:30 a.m. No entry fee, British m/c only! Trophy presentation & get together following ride. Semi-annual road ride, not a road race; ride accordingly. Info 714/996-8200.

May 3

SCAVENGER HUNT

Poway Honda-Suzuki, 14010 Poway Rd., Poway, CA. Metal run pins, trophies, plaques, 50-50 drawing. Sign in 7-9 a.m., entry \$5 rider, \$3 passenger. Don Diego Fours M.C., Inc. Info 714/442-5395 (Rick Moore).

May 9-10

CALIFORNIA 1000 TOUR OF TOURS

Hutchins Motor Sports Harley-Davidson & Yamaha, 55405 29 Palms Hwy., Yucca Valley, CA 92284. 1000 mi. in 48 hrs. or less. Starter & finisher pins, awards, tour patch. Recommended: 2 bikes a must but no more than 4/group; extra fuel, parts, tools; proper clothing for all kinds of weather; add'l state rd. maps; bed rolls; 1st aid kit, canteen, hi energy foods; helmet, 2 mirrors, eye protection. No pick up crew provided; fire hazard area. Pre-entry \$10/person, post \$12 (after 11:59 p.m. 5/8.) Cash or m/o only, no refunds. Pre-entries to Hutchins Motor Sports. Info 714/365-6311.



SANCTIONED

Friday Night MX May 1st

Opening Night — 50% Trophies
Post entry only

AME MOTOCROSS SPECIAL

Friday Night MX 100 % Payback To Pro

Pro \$15 Post/Sportsmen \$10 Post

50% BRASS

Double AME Points

GATE OPENS 5 p.m.
PRACTICE 7 p.m.
FIRST RACE 8 p.m.

Double AME Points

Beginners ☆ Juniors ☆ Intermediates ☆ Experts

Also AME Youth Minicycle Program
on the Mini track — under the lights

STOCK & MODIFIED CLASSES

PEE WEES

JR. CYCLES

83cc MINIS, 105cc MINIS

info: 213-881-5778

No pit riding at...

INDIAN DUNES



J. C. Agajanian Presents:



MOTORCYCLE



RACING THRILLS

CMC MOTOCROSS
CHALLENGING COURSE
THURSDAY NIGHTS
7:30 P.M.



AMA HALF MILE
EXPERTS, JUNIORS, NOVICES
FRIDAY, APRIL 24
8 P.M.



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ITA Trials }
CRC — MX — 2nd & 4th Sundays
SSM — MX — Every Saturday
SADDLEBACK PARK

**6th Annual
MEMORIAL DAY
GRAND PRIX
CORONA RACEWAY
MONDAY, MAY 25**

R.A.C.E. SCHEDULE

THURS. NITES
O.C.I.R. MX
FRI. NITES
CORONA RACEWAY MX



**RACE
SCHEDULE**

APRIL 26 — MOTOCROSS
Edwards A.F. Base — Yamaha/Budweiser Series

APRIL 26 — GRAND PRIX
Saddleback — Diamond Head

MAY 3 — MOTOCROSS
Indian Dunes

MAY 3 — ENDURO
Rand Mt. — Tenderfoot Enduro

MAY 10 — MOTOCROSS
Saddleback — Yamaha/Budweiser Series

1st & 3rd Sundays MX Carlsbad

CRC Membership Required
213-830-7519

CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

WANT ADS

Help Wanted

★ Sales Reps for Rocky ★

For the following areas: NY, IL, OH, IA, MO & Houston, TX. Experienced sales person send resume or call Bob Boucke, ROCKY CYCLE CO., 1250 Elko, Sunnyvale, CA 94086. (408) 734-3750 ext. 13. (13/16)

Honda/Kawasaki Mechanic

WANTED: Experienced mechanic for permanent position. Excellent benefits. Call Coleman or John, TRI CITY CYCLE, 9041 Katella Ave., Anaheim, CA 92804. (714) 821-4710. (15/17)

Partsperson & Salesperson

TEMPLE CITY KAWASAKI has 2 immediate openings for the right people. Paid benefits — full time, year round employment. Contact Mary Jane or Bill at (213) 287-6167. (12/TFN)

Yamaha Parts Person Wanted!

Full and part-time. Call Larry at (213) 346-3700. (16/TFN)

HONDA TECH'S

We have dedicated ourselves to the establishment of the best customer service department in the L.A. & O.C. areas. To reach this goal we have tried for a long time to find & hire the best Honda technicians available, & we still need 2 with at least 5 years experience. We offer pleasant working conditions, a five-day week, paid holidays, group insurance, free tool insurance & the best pay for the best man. All inquiries confidential. Call LAKEWOOD HONDA, ask for Terry or Bill (213) 880-1354 or (714) 521-7112. (10/TFN)

Parts Counterperson & Mechanic

Must be experienced. Call (213) 674-1431. (15/16)

HONDA MECHANIC

Must be experienced. Have own tools & have attitude for complete customer satisfaction. Excellent company benefits including profit sharing. Good pay & working conditions. Contact Service Dept. KOLBE CYCLES, Reseda, CA. (213) 345-7616. (15/TFN)

Sales Rep

Tank bag/soft luggage manufacturer seeking established professional to represent our unique line of COMPACT bags. Unlimited opportunity. CHASE HARPER CO., 1830 N. Jamison Ln., Santa Barbara, CA 93108. (805) 969-3895. (16/17)

Honda Mechanic

Journeyman only. Excellent work environment. Call Mark (213) 691-0553. (15/15)

Magazine Writer/Tester

Associate Editor position available on nationally circulated motorcycle magazine. Duties include; writing tests of motocross & enduro machines. Applicants must have writing talents & must have "hands-on" experience with modern dirt bike technology. CYCLE NEWS, Dept. MWT, P.O. Box 498, Long Beach, CA 90801. (12/TFN)

Parts Counter Person

HONDA WEST is looking for a full-time experienced Honda parts person. Salary plus commission, full company benefits (medical, dental). Contact Greg at (213) 392-3901. (10/TFN)

Honda Mechanic

50/50. Experienced. Orange County. (714) 842-5531 ask for Jim. (13/TFN)

SERVICE MANAGER

For a Honda dealer in So. Calif. Excellent opportunity for reliable person interested in good customer relations with total knowledge of motorcycles. Must be willing to direct & oversee mechanics. Contact: Service Department, KOLBE CYCLES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (15/TFN)

Set-up Position Open!

Experienced person preferred, but will consider training the right mechanic. Call Randy (714) 983-0695. (16/TFN)

Suzuki Mechanic/Service Mgr.

Minimum 4 years experience with references. Own Tools — Year round work — excellent working conditions. DOWNS' CYCLE CENTER (213) 865-8223 or (714) 521-5343. (11/TFN)

Designer/Fabricator

Motorcycle parts manufacturer seeks experienced designer/fabricator for proto-type work. Will design product & build jigs & fixtures for production. Must have abilities in combination welding, lathe & mills. Motorcycle proto-typing experience a plus. Excellent benefits include: Paid medical & profit sharing plan. Send resume to: Cleve Adams, KERKER, 7900 Deering, Canoga Park, CA 91304. (213) 999-3060. (13/TFN)

H-D Parts Person!

HARLEY-DAVIDSON WEST has opening for experienced parts person to work mechanic's window & receiving area. Salary & commission & company benefits. (medical, dental). Contact Bill (213) 822-3426. (6/TFN)

Mechanic/Suzuki

Two & Four Stroke, minimum of 2 years experience, permanent position. Phone (213) 634-1222 ext. 3, BELLFLOWER SUZUKI. (9/TFN)

Parts-Accessories Manager

Experienced person with a proven work record. Large volume Honda, Kawasaki dealership located in Northern Virginia. Gross sales for dept. near one million. Computer controlled inventory. Must have management background! Send resume with references to: CYCLES FAIRFAX, 11101 Main St., Fairfax, VA 22030. Attn: Steven R. Negra. (703) 591-8420. (15/17)

We need a Service Manager

WITH A MECHANICAL BACKGROUND! Must have 2 & 4 stroke engine knowledge. An opportunity to run your own service department, which is attached to our retail motorcycle center. Has been established in West L.A. for over 12 years. Service Department is complete with tire changing & balance module. Store serves both street & dirt. Contact — CYCLE PRODUCTS WEST (213) 477-0997 or (213) 473-7996. (9/TFN)

★ HONDA MECHANIC ★

Experience necessary. North San Diego — ON THE COAST! ALBA HONDA (714) 436-9771. (16/17)

KOSMAN SPECIALTIES

wants to hire a person capable of high quality metal fabrication, welding, and independent thinking. We build motorcycle racing parts, and offer excellent wages and working conditions for the right person. (415) 861-4262. (16/17)

★ HONDA MECHANIC ★

Experienced only! (213) 963-5984. (16)

Service Manager & Mechanics Parts & Salesman

Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

★★ SERVICE ★★

Leading Orange County Kawasaki dealer has immediate opening for an experienced mechanic. Call Scott or John to arrange interview. (714) 541-5217. (15/16)

★ HONDA PARTSMAN ★

BILL ROBERTSON HONDA needs you... If you are an experienced Honda Partsman. Good benefits — salary plus commission. Call Joe (213) 466-7191. (15/TFN)

★ SALES ORDER DESK ★

Growth opportunity with rapidly expanding importer/distributor. DERBI MOPEDS & ACC. Experience related industry helpful. Laguna Hills area. Call (714) 770-6726. (15/TFN)

WHITE BROS.

Is looking for a hard worker for our shipping department. Full-time, medical & other benefits. Contact: Tom White at (714) 638-1653. (16)

NEED SOME EXCITEMENT?

Your favorite newspaper's fast-paced office is growing! We need a full-time Advertising/Editorial assistant with a good office skills background. Dictaphone typing (60 W.P.M.) experience necessary. Contact Yvette at CYCLE NEWS for interview. (213) 427-7433. (14/TFN)

★ PARTS COUNTER ★

Honda/Kawasaki dealership has opening for experienced partsman. Excellent pay & benefits. Contact John or Coleman, TRI CITY CYCLE, 9041 Katella Ave., Anaheim, CA 92804. (714) 821-4710. (15/17)

Service Manager Wanted!

MAICO WEST needs service manager with dirt bike experience. Excellent salary & benefits. Please call MAICO WEST (213) 841-7752. (16/18)

Experienced M/C Mechanic

With own tools. Newport Beach area. Excellent pay & working conditions. Call (714) 642-8870. (16)

Excellent Emp. Opportunity!

If you enjoy talking to people, love motorcycles, and are not frightened by (straight commission) contact Jim Audrey at A.M.S. (213) 944-0123 to discuss an exceptional opportunity in educational sales. (16/18)

H-D MECHANICS

HARLEY-DAVIDSON WEST looking for experienced, well groomed, aggressive people for fast moving young dealership. Excellent salary & commission & company benefits (medical-dental). Contact Bill (213) 822-3426. (6/TFN)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS, INC.

Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"

Residence or Home study
If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Motorcycle Accessory Store

Specialize in motocross & off-road accessories. Part time business, established 3 years, excellent full-time potential. \$10K plus inventory. (213) 385-5608 eves. & Sat. (11/TFN)

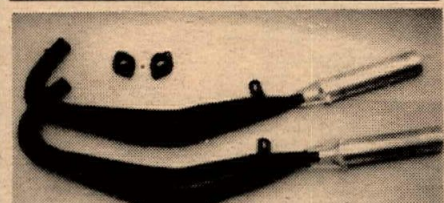
Motorcycle Shop with Realty

YAMAHA & SUZUKI FRANCHISES; Excellent corner location in Oroville. New 30'x100' building with 21'x45' covered storage; 7' chain link fence around entire storage area; Gross 1979 in excess of \$500,000. Gross 1980 in excess of \$400,000. Write for list of shop & office equip. and income statement. Good assumable loans. \$230,000 + inventory. Call Norb Brown. RUTH SHELTON REAL ESTATE, 750 Oro Dam Blvd., Oroville, CA 95965. (916) 534-7442. EVES: (916) 533-0183. (16/17)

WANTED: Stock ignition for 1972 Yamaha DT2MX. (805) 943-6546. (16/17)

'72 360 MX Yamaha

Rebuilt, low mileage, like new — \$525. '81 400 Can Am Qualifier — ridden twice — \$1895. Three-rail bike trailer — \$150 (213) 598-5752 or (714) 896-1859. (15/18)



Factory Pipe Products R5, RD350, 400 & 400F Pipes \$125 Per Set

Money back guarantee. Tapered head pipes, rebuildable aluminum mufflers (snap ring type, no rivets), hydroformed bodies, comes complete with silencer, all hardware and instructions. Dealer inquiries invited. Write: F.P.P., 3001 #30 S. State St., Ukiah, CA 95482, or call (707) 462-9291. (43/TFN)

FOR SALE: Used motorcycles. 1980 390WR Husky, \$1395. 30 day warranty. 1979 250 WR Husky — 300 miles — 30 day warranty, \$1295. 1979 250 WR Husky, \$675. 1979 370 Can-Am, \$995. Rebuilt engine (Qualifier). HEATH'S SALES & SERVICE, 1015 N. State, Merrill, WI 54452. (715) 536-5785. (15/16)

TZ750 Yamaha parts wanted!

Need D model or later, radiator, pipes, exhaust. Must be in good condition. Call after 6 p.m. (408) 688-7299. (15/16)

'78 DODGE VAN. Beautiful beige, new tires, mags, carpeting, paneling, high backs, only 32,000 miles, 6 cylinder. Will deliver anywhere in California, \$4,250. (209) 834-2025. (16)

'81 Yamaha YZ250H

Too much bike for this little girl. \$1650.00. (714) 968-3493. (16/18)

'75 Husky 360, \$560 & '78

Husky 390, \$1075 — CLEAN! New tires, stock tank & Vesco. Dependable. Call after 6 (714) 785-6659. (16/17)

1980 Husqvarna 390 CR

Fox Fork, Asch pipe, new Metzlers, fresh Ohlins. (213) 993-5263. (16)

1979 450 Maico with spares!

Complete front & rear tires with wheel. Scott Boots, size 8½, only worn four times. 3 Maico jerseys, other extras, make offer. Call Floyd at — (714) 875-2698. (15/17)

FRESH TZ250G motor, \$2795!

(415) 798-2582. Jerry. (15/TFN)

1980 YZ 125G

Absolutely like new condition, \$850.00. (714) 653-4604. (15/17)



California Superbike School

Interested in taking the fastest, best and most exciting motorcycle ride there is? No campers, no cars, no cross streets or Highway Patrol? You have the freedom. To explore the limits of your riding ability. We provide leathers, helmet, boots, gloves and the incredible KAWASAKI KZ550. It's a MINI-SUPERBIKE set up with DUNLOP RACING TIRES, MULHOLLAND SHOCKS four into one pipe, cooled by the efficient LOCKHARD RACING OIL COOLER, flat bars so you can tuck in, lightweight and quiet TUFF-ONE SPROCKETS and THE ATK, A—TRAK HANDLING SYSTEM. Our choice of oil, GOLDEN SPECTRO 4.

We give an informative seminar by Keith Code to prepare you for your 40 miles of freedom. Halfway through the ride there is a break to catch your breath and check your lap times. Then you go for it again. There's more. At RIVERSIDE you can qualify for an ARRA racing license and ride your own bike if you choose! There are reduced rates for return students. Come and ride the famous HIGH BANKS of DAYTONA, the breathtaking CORKSCREW at LAGUNA SECA and RIVERSIDE'S notorious ESSES. DO IT!

\$5,000 medical insurance for \$10 — Machine damage policy \$7 (voluntary) P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (14/TFN)

Honda CB750F ★★★★★

1980, silver, 10M, low bars, Q.I. headlight, air forks, oil cooler, machined side-plates, accel wires, Phantoms, perfect condition, lovingly maintained by fanatic. \$2400 OBO. Call Jed (213) 457-3589. (15/16)

'80 YZ465G—showroom cond.

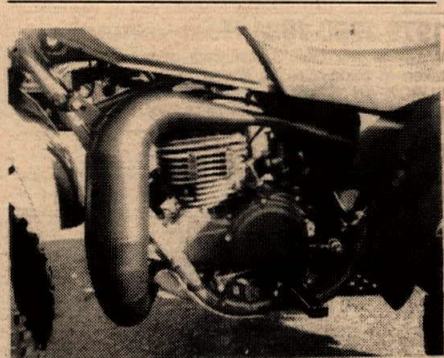
Never raced — few hours. \$1500. (714) 985-8257 or (714) 982-6806. (15/16)

WANTED REAL PEOPLE

New members wanted for family dirt bike and camping club. Monthly outings. (714) 995-3737 or (213) 428-7242. (16/17)

1980 KX 250 Uni Trak

Spare cylinder, piston, rings, cables, Metzlers, aluminum silencer, clean! \$1000.00. (805) 526-8787. (16)



Coffman's New ATC250R Pipe

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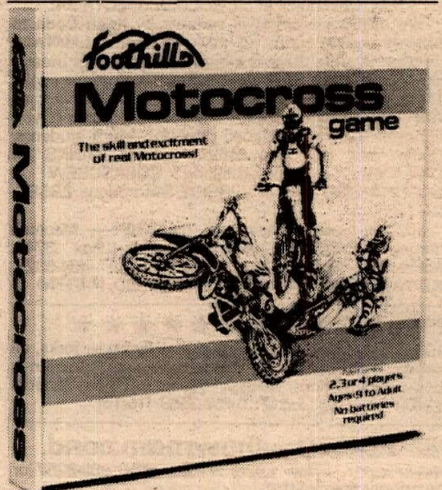
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Street expansion chambers for 1976 Kawasaki KH400. Excellent condition only. (516) 623-7146 or (516) 868-0773. (16)

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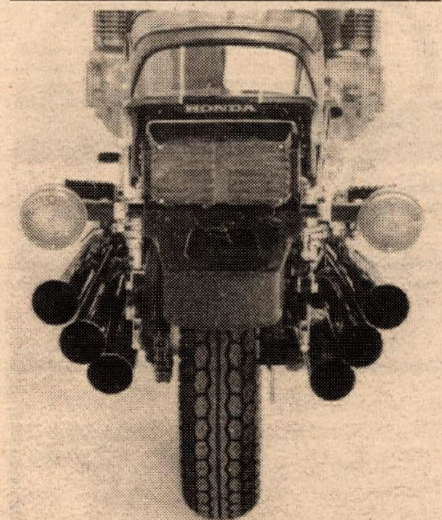
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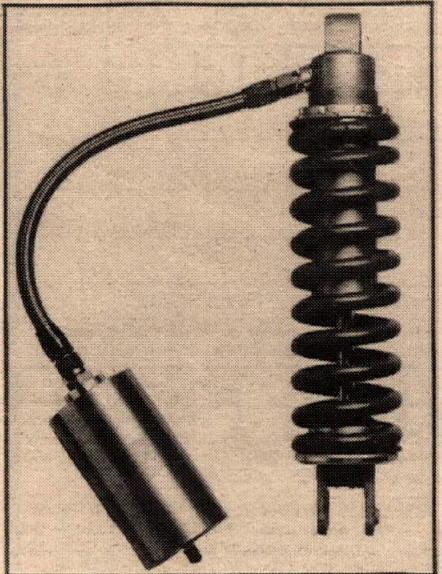
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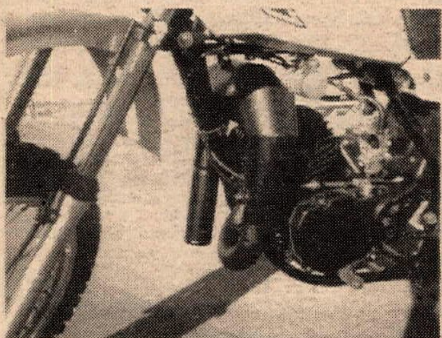
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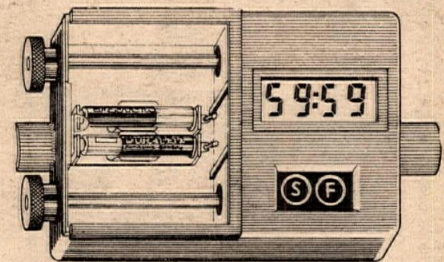
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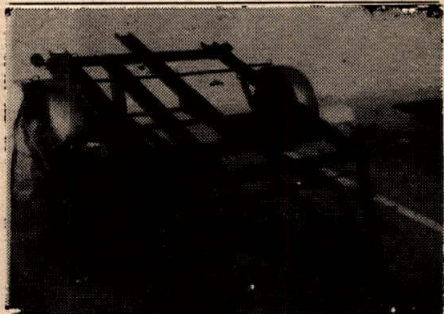


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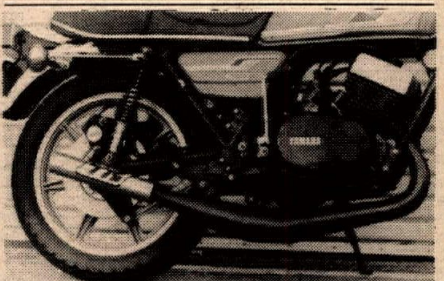
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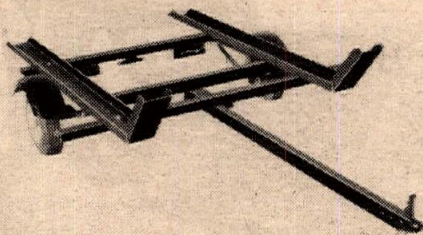
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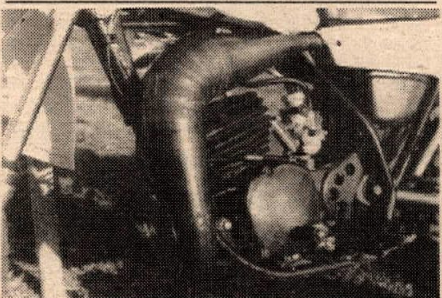
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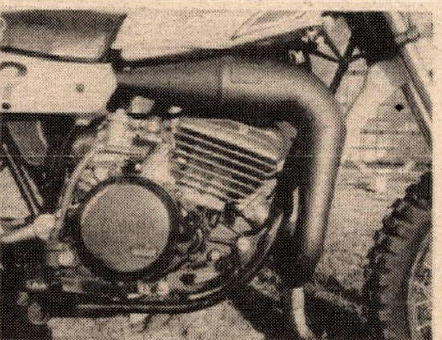
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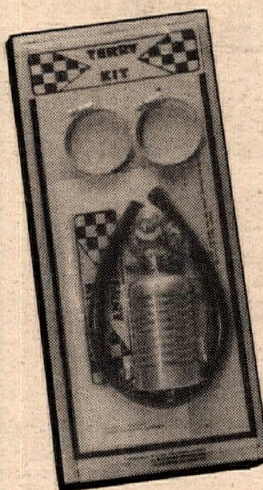
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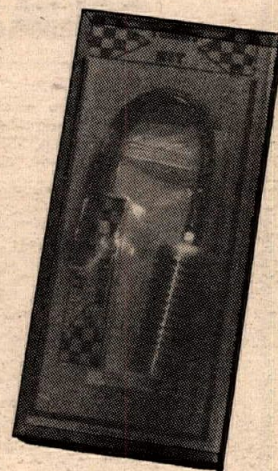


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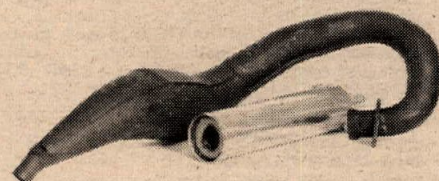
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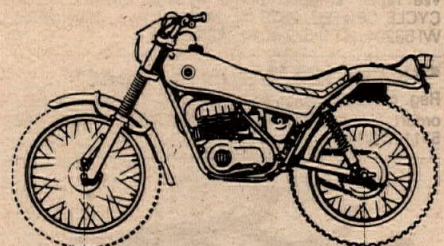
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Complete with valves and buckets, \$195. Ignition system \$85; frame \$245; forks w/triple clamps \$145; wheels \$80 ea; brakes \$185 front; \$100 rear; tank \$95. Will UPS. Call after 8 p.m. (612) 235-0054. (16/18)

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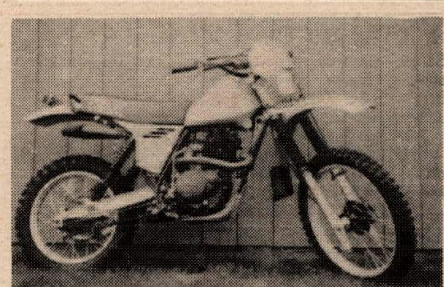


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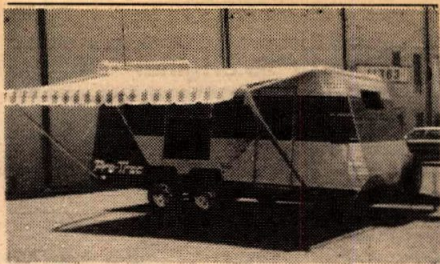
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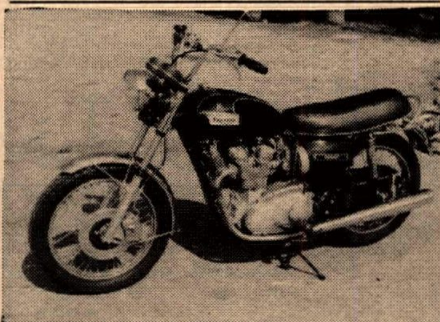
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Good practice bike, Metzlers front & back, DG head, DG ported. \$600.00. One set 1980 Fox forks, brand new in carton for 125 to 465 YZ, \$200.00. (Bike and Fox forks \$700.00 together.) Call Gary after 5:00 p.m. (213) 360-5037. (15/16)

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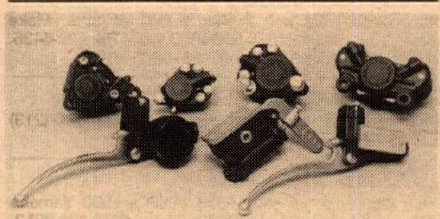
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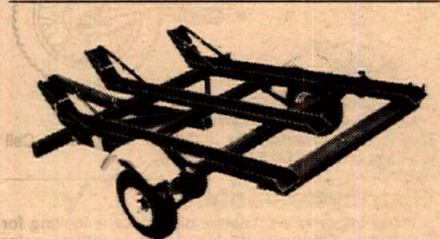
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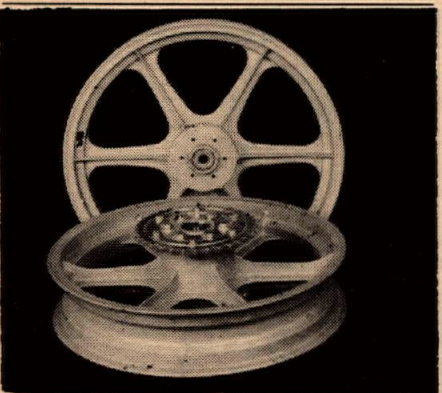
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490 MAICO '81 MEGA 2's

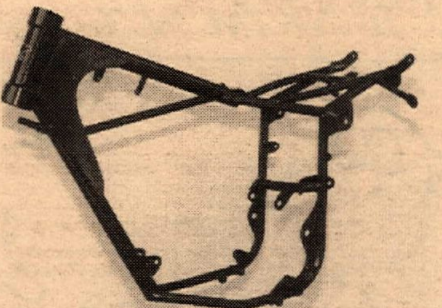
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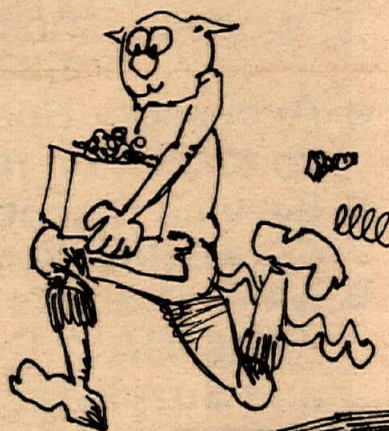
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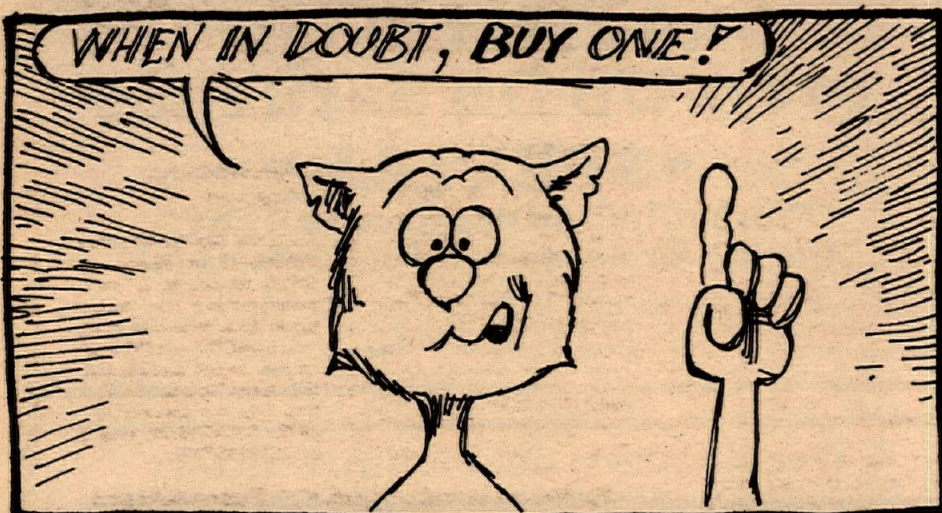
PAHT, PLEASE



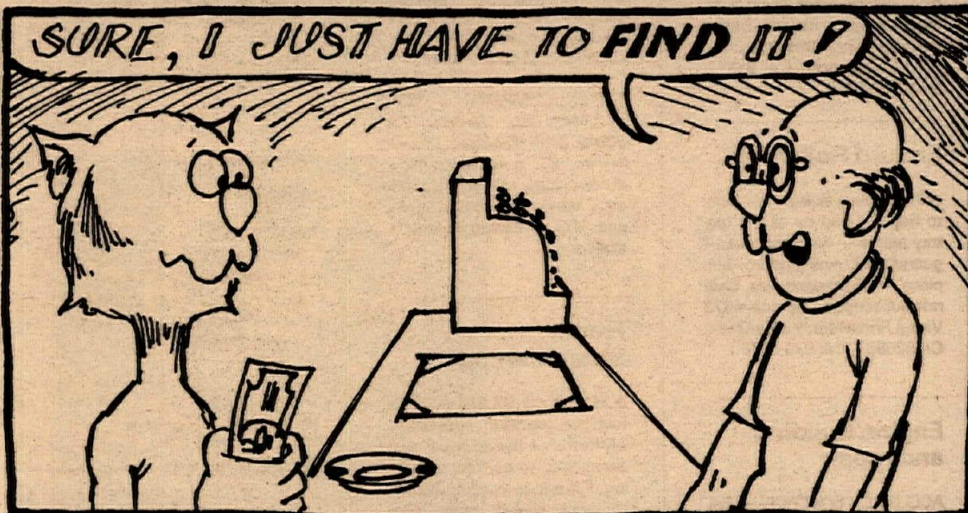
THAT LITTLE GIZMO IS JUST NOT HERE!



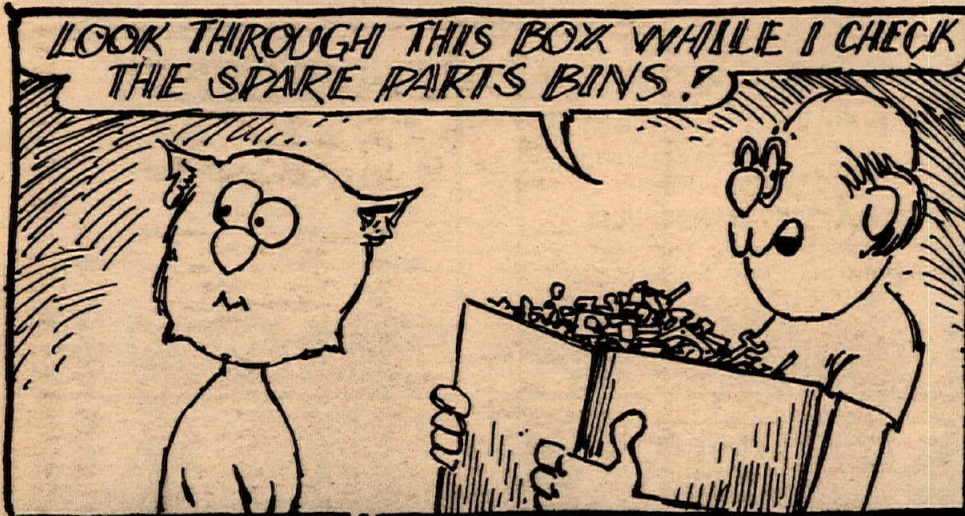
WHEN IN DOUBT, BUY ONE!



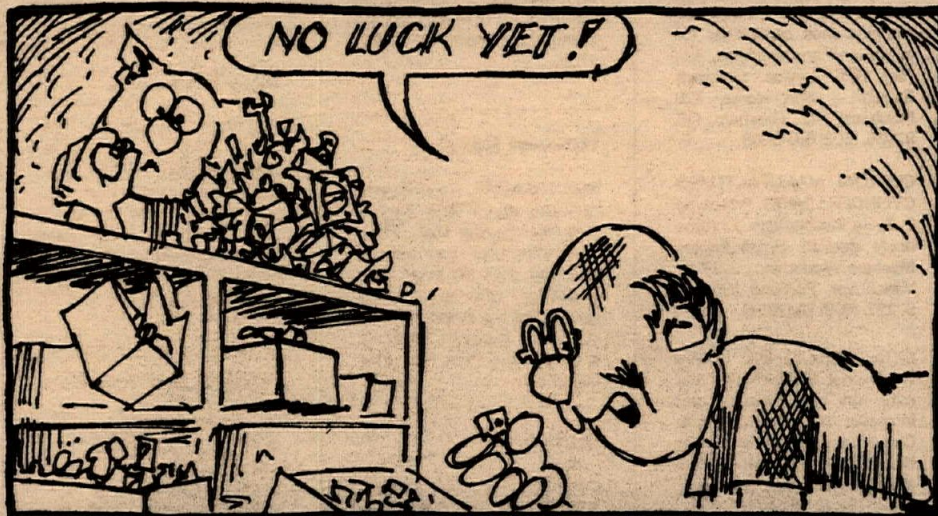
SURE, I JUST HAVE TO FIND IT!



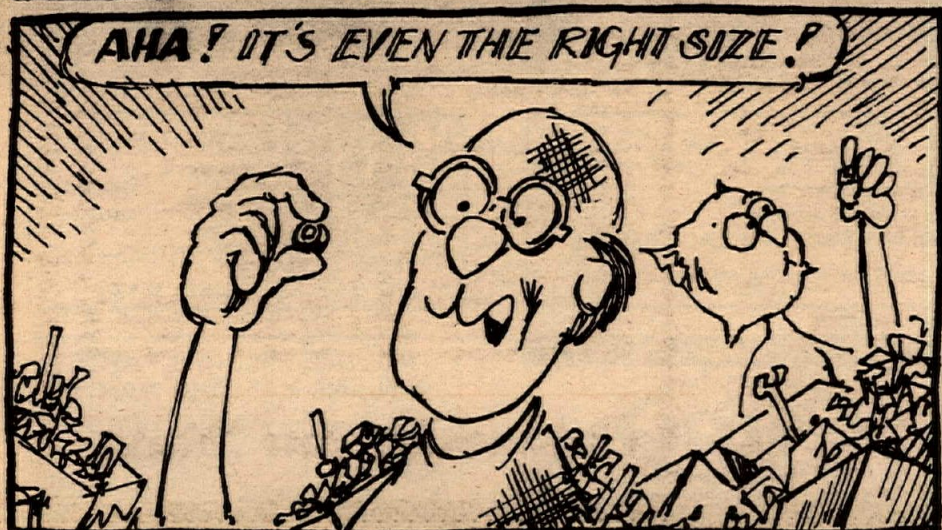
LOOK THROUGH THIS BOX WHILE I CHECK THE SPARE PARTS BINS!



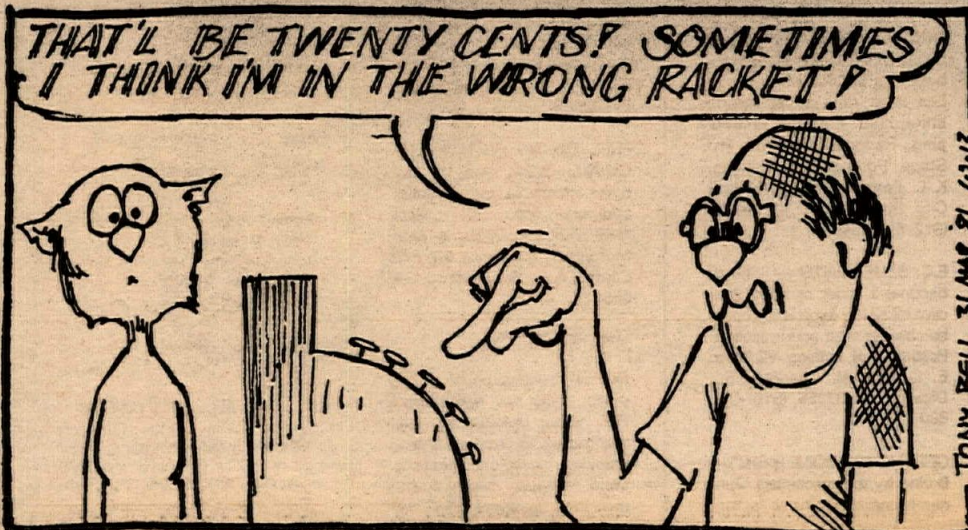
NO LUCK YET!



AHA! IT'S EVEN THE RIGHT SIZE!



THAT'LL BE TWENTY CENTS! SOMETIMES I THINK I'M IN THE WRONG RACKET!



TONY BELL 31 MAR 81 6:13

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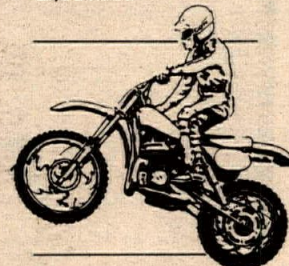
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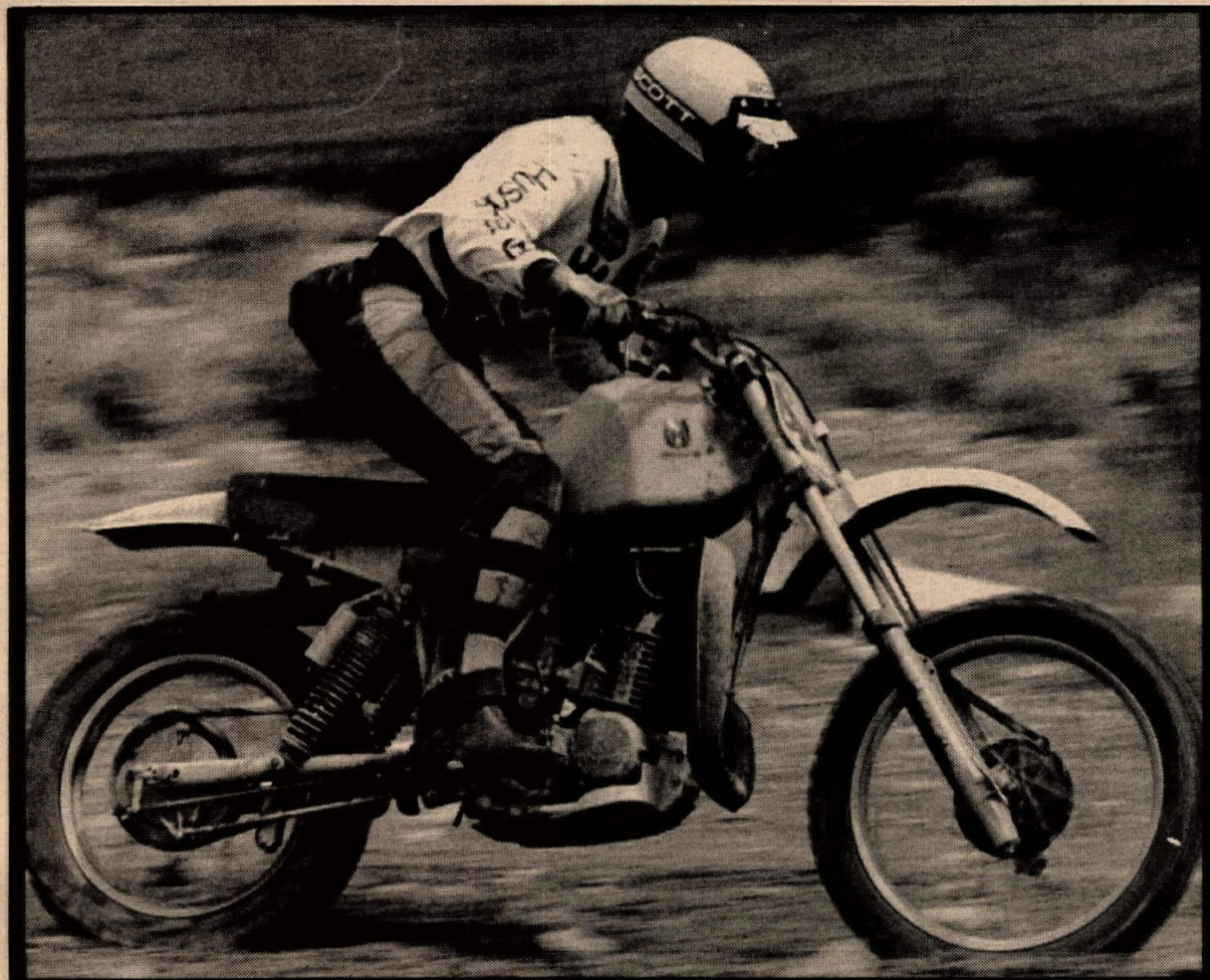
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